The China Mail.

Established February, 1845.

Vol. XLIII. No. 7545. 號二廿月十年七十八百八千一英 HONGKONG, SATURDAY, OCTOBER 22, 1887. 日六初月九年亥丁 Price, $2 per Month.

AGENTS FOR THE *CHINA MAIL*.

LONDON:—F. Algar, 11 & 12, *Clement's Lane, Lombard Street*, E. C. George Street & Co., 30, *Cornhill*. Gordon & Gotch, *Ludgate Circus*, E.C. Bates Hendy & Co., 37, *Walbrook*, E.C. Samuel Deacon & Co., 150 & 154, *Leadenhall Street*. W. M. Wills, 151, *Cannon Street*, E.C.

PARIS AND EUROPE:—Ambrei Prince & Co. 39, *Rue Lafayette, Paris*.

NEW YORK:—Andrew Wind, 21, *Park Row*.

SAN FRANCISCO and American Ports generally:—Bean & Black, *San Francisco*.

AUSTRALIA, TASMANIA, AND NEW ZEALAND:—Gordon & Gotch, *Melbourne and Sydney*.

CEYLON:—W. M. Smith & Co., The Apothecaries Co., *Colombo*.

SINGAPORE, STRAITS, &c.:—Sayle & Co., *Square, Singapore*. C. Heinszen & Co., *Manila*.

CHINA:—*Macao*, F. A. de Cruz. *Hongkong*, Quelch & Co. *Amoy*, N. Macintosh. *Foochow*, Hedge & Co. *Shanghai*, Lane, Crawford & Co., and Kelly & Walsh. *Yokohama*, Lane, Crawford & Co., and Kelly & Co.

Banks.

NOTICE.

RULES OF THE HONGKONG SAVINGS' BANK.

1.—The business of the above Bank will be conducted by the Hongkong and Shanghai Banking Corporation, on their premises in Hongkong. Business hours on week-days, 10 to 3: Saturdays, 10 to 1.

2.—Sums less than $1, or more than $250 at one time will not be received. No depositor may deposit more than $2,500 in any one year.

3.—Depositors in the Savings' Bank having $100 or more at their credit may at their option transfer the same to the Hongkong and Shanghai Banking Corporation on fixed deposit for 12 months at 5 per cent. per annum interest.

4.—Interest at the rate of 3½ per cent. per annum will be allowed to depositors on their daily balances.

5.—Each Depositor will be supplied gratis with a Pass-Book, which must be presented with each payment or withdrawal. Depositors must not make any entries themselves in their Pass-Books but should send them to be written up at least twice a year, about the beginning of January and beginning of July.

6.—Correspondence as to the business of the Bank if marked *On Hongkong Savings' Bank Business* is forwarded free by the various British Post Offices in Hongkong and China.

7.—Withdrawals may be made on demand, but the personal attendance of the depositor or his duly appointed agent, and the production of his Pass-Book are necessary.

For the
Hongkong & Shanghai Banking Corporation,
T. JACKSON,
Chief Manager.

Hongkong, September 1, 1887. 754

HONGKONG & SHANGHAI BANKING CORPORATION.

Paid-up Capital.....$7,500,000
Reserve Fund.....$3,000,000
Reserve Liability of Proprietors.....$7,500,000

Court of Directors.

Chairman—C. D. Bottomley, Esq.
Deputy Chairman—Hon. J. Bell Irving.

W. H. F. Darby, Esq. | Hon. A. P. McEwen.
H. L. Dalrymple, Esq. | S. C. Michaelsen, Esq.
W. H. Forbes, Esq. | J. S. Moses, Esq.
H. Hoffius, Esq. | Hon. F. D. Sassoon.

Chief Manager.
Hongkong.....Thomas Jackson, Esq.
Manager.
Shanghai.....Ewen Cameron, Esq.
London Bankers.—*London and County Bank.*

HONGKONG.

Interest Allowed.

ON Current Deposit Account at the rate of 2 per cent. per annum on the daily balance.

On Fixed Deposits:—
For 3 months, 3 per cent. per annum.
" 6 " 4 per cent. " "
" 12 " 5 per cent. " "

Local Bills Discounted.

Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON,
Chief Manager.

Hongkong, September 20, 1887. 363

Intimations.

NOTICE.

THE Undersigned are Sole Agents for Hongkong and Manila for the Sale of THE MONTSERRAT LIME JUICE, AND THE MONTSERRAT LIME JUICE CORDIALS.

A. S. WATSON & Co., Ld.

Hongkong, May 3, 1887. 864

THE PUNJUM AND SUNGHIE DUA SAMANTAN MINING COMPANY, LIMITED.

NOTICE is hereby given that ALL CALLS on the SHARES of the Company due on the 3rd June, 1887, together with INTEREST thereon remaining unpaid, are Required to be PAID forthwith. And further, that if all such Calls be *Not Paid* on or before the 31st October instant, the Directors will proceed to FORFEIT the SHARES in respect of which such Calls are due, in pursuance of the Articles of Association of the Company.

Dated this 5th October, 1887.

A. O'D. GOURDIN,
Secretary.

1949

Intimations.

HONGKONG VOLUNTEERS.

THE Annual General MEETING of the CORPS will be held at the Head Quarters, on TUESDAY, the 25th Instant, at 6.30 p.m. No Uniform.

By Order.

Hongkong, October 21, 1887 2042

HONGKONG FIRE INSURANCE COMPANY, LIMITED.

Adjustment of Bonus for the Year 1886.

SHAREHOLDERS in the above Company are requested to Furnish the Undersigned with a List of their Contributions for the year ending 31st December last, in Order that the DISTRIBUTION of the PROFITS reserved for Contributors may be arranged. Returns not rendered prior to the Thirtieth day of November next, will be adjusted by the Company, and no Claims or Alterations will be subsequently admitted.

JARDINE, MATHESON & Co.,
General Managers,
Hongkong Fire Insurance Company, Limited.

Hongkong, October 15, 1887. 2010

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE is hereby given that the Fourteenth Ordinary Yearly MEETING of the SHAREHOLDERS of the Society will be held at its Head Office, Hongkong, on THURSDAY, the 27th Instant, at Half-past Three o'Clock, for the purpose of receiving the Report of the Directors, together with Statement of Accounts for the year 1886, and for the half-year ending 30th June, 1887.

The Transfer BOOKS of the Society will be CLOSED from the 17th to the 27th Instant, both days inclusive.

By Order of the Board,
DOUGLAS JONES,
Acting Secretary.

Hongkong, October 11, 1887. 1982

DENTISTRY.

FIRST CLASS WORKMANSHIP.
MODERATE FEES.

MR. WONG TAI-FONG,
Surgeon Dentist,
(Formerly Articled Apprentice and Latterly Assistant to Dr. Rogers,)

AT the urgent request of his European and American patients and friends, has TAKEN THE OFFICE formerly occupied by Dr. Rogers,

No. 2, DUDDELL STREET.

CONSULTATION FREE.

Discount to missionaries and families.
Sole Address
2, DUDDELL STREET,
(Next to the New Oriental Bank.)

Hongkong, January 12, 1885. 66

ROBES ET CONFECTIONS

FRENCH DRESS-MAKER.

MRS. C. HEYMANS,
35, Wellington Street,
HONGKONG.

THE ONLY FRENCH DRESS-MAKER IN HONGKONG.

Diploma in Paris in 1884.

Hongkong, October 1, 1887. 1925

HONGKONG BRICK AND CEMENT COMPANY, LIMITED.

Office, No. 5, Queen's Road.

FIRE BRICKS OF SUPERIOR QUALITY FOR SALE.
PRICE, $30 PER 1,000.

The following Testimonial has been received from F. W. CROSS, Esq., Manager, Hongkong and China Gas Company, Limited:—

'I have herewith much pleasure in testifying to the quality of the Fire Bricks as made by you at your new works.

'In appearance the Brick is light and soft as compared with the ordinary Fire Brick used in the Colony, but this I may say is characteristic of the best English Fire Brick.

'After a very severe test I have no hesitation in saying that this Brick is admirably suited to resist any degree of heat that it may be likely to undergo and for all purposes that Fire Bricks are used for.

'I am now about to build them into one of my Furnaces and have no doubt of their being able to stand as well as the English Fire Bricks I have been using.'

Hongkong, May 23, 1887. 981

NOTICE.

HER MOST GRACIOUS MAJESTY'S JUBILEE.

IT having been decided to CELEBRATE HER MAJESTY'S JUBILEE on WEDNESDAY and THURSDAY, the 9th and 10th November, all Members of the Community are invited to Co-operate with the Jubilee Committee by ILLUMINATING their OFFICES and PRIVATE RESIDENCES.

By Order,
J. H. STEWART-LOCKHART,
Honorary Secretary.

Hongkong, September 15, 1887. 1796

Business Notices.

LANE, CRAWFORD & Co.

Outfitting Department.

THE NEW AUTUMN AND WINTER STOCK,
including:—

ANGLO-INDIA GAUZE HOSIERY. AMERICAN CABIN TRUNKS.
BOOTS for Evening, Walking and Shooting. BRACES in Silk, Cotton, Elastic and Buckskin; Boating SCARVES and JERSEYS, Bath GOWNS and WRAPPERS; BELTS.
COLLARS in New Shapes, Cricketing SHOES, BELTS and CAPS, Cardigan JACKETS and VESTS, Cholera BELTS, CRAVATS.
DRESSING GOWNS, Driving GLOVES, Dressing BAGS,
EVENING TIES, SHOES, SHIRTS and SOCKS in the Latest Styles; Evening GLOVES, Elastic BELTS and BRACES.
FOLDING SCARVES, French Cut SHIRTS, Foot-ball JERSEYS and CAPS, Fancy TIES in Newest Shapes and Colourings.
GARTERS, Gladstone BAGS, Gauze SHIRTS and HOSIERY, GLOVES.
HATS (New Winter Shapes); HATS in Felt, Cloth, Pith and Straw; HANDKERCHIEFS, HALF-HOSE and HOSIERY of all Kinds.
INDIA Gauze UNDERCLOTHING, India-Rubber CUSHIONS, PILLOWS, &c.
JERSEYS for Tennis, Rowing and Foot-ball; JACKETS (Cardigan).
KNITTED STOCKINGS, VESTS, GLOVES and SCARFS.
LISLE Thread HOSIERY, Llama and Lamb's Wool HOSIERY.
MERINO SHIRTS, PANTS and HALF-HOSE; MAUDS, MUFFLERS, Military GLOVES.
NATURAL Wool Sanitary UNDERCLOTHING, NOVELTIES.
OXFORD SHIRTS made to order, Oxford SCARVES.
PIN SCARFS, Pith HATS, PORTMANTEAUS, PUGGARIES, PANTS.
ROWING and Running SUNDRIES of all Kinds, Rain COATS, RUGS, Rug STRAPS.
SHIRTS in various Kinds and Qualties, Ready-made or to measure; SHOES of all Kinds, Shooting STOCKINGS and SUNDRIES, Sun HATS, SWEATERS, Silk HOSIERY, SCARVES, Silk LACES.
TENNIS SHIRTS, JERSEYS, SHOES, SCARVES, HATS, &c.; Tweed Travelling CAPS, Travelling RUGS, TOWELS, TIES.
UMBRELLAS with Patent Frames, UMBRELLAS Recovered and Repaired, UNDERCLOTHING of every Description; Uniform CASES, Uniform TIES, COLLARS and GLOVES.
VALISES, VESTS, Ventilated HATS, Ventilated Rain COATS.
WASHING TIES and SCARFS, Waterproof SHEETS and Chair APRONS, Waist SCARVES, Washing SILK.
YACHTING CAPS and Blue Knitted JERSEYS.
ZEPHYR Felt HATS, Zephyr SHIRTS, &c., &c.

LANE, CRAWFORD & Co.

Hongkong, October 12, 1887. 1991

W. POWELL & Co.

EX *GLENGARRY.*

FIRST DELIVERIES OF
AUTUMN AND WINTER DRESS MATERIALS,
Prices from 15 Cents per Yard.

A SPLENDID ASSORTMENT OF
CHEAP BALL DRESS MATERIALS.

W. POWELL & Co.

Victoria Exchange, September 29, 1887.
(TELEPHONE 21). 1907

ROBERT LANG & Co.,
Tailors, Hatters, Shirtmakers & General Outfitters,
QUEEN'S ROAD (OPPOSITE HONGKONG HOTEL).

NEW HATS

BLACK, DRAB, AND BROWN, HARD AND SOFT FELT HATS,
in a variety of New Shapes.

DRAB and GREY SINGLE and DOUBLE TERAI HATS.

STRAW HATS,
MILITARY and FELT HELMETS, and
TWEED HATS and CAPS in Stock and made to order.

Hongkong, October 8, 1887. 1964

STAG HOTEL,
QUEEN'S ROAD CENTRAL, HONGKONG.

J. COOK, Proprietor.

THE HOTEL is centrally situated and within a few minutes' walk from the principal landing places.
GOOD ACCOMMODATION FOR VISITORS.
CHARGES MODERATE.
TIFFIN at 1 o'Clock. DINNER at 7.30.
WELL VENTILATED BILLIARD ROOM.
TIFFIN 50 CENTS. DINNER 75 CENTS.
Wines, Spirits and Malt Liquors of the very best quality only.

Hongkong, April 1, 1887. 607

Victoria Hotel,
Praya and Queen's Road Central, Hongkong.

THIS Extensive and well-appointed Establishment, situated in one of the most central and airy positions in the Colony and commanding a splendid view of almost the entire harbour and within five minutes' walk of the principal Government Offices (including the Post Office), Banks, &c., has recently been much enlarged and improved and is now one of the principal Hotels in the place.
The ROOMS are spacious, well ventilated and have just been refurnished in a most comfortable and handsome manner, suited to the requirements of the Far East.
The Accommodation and Service of every kind will be found to be of the best description.
An ample and varied TABLE D'HOTE is always provided and served in the spacious, large Dining Hall.
The HOTEL also contains handsome and comfortable Reception, Reading, Billiard and Smoking Rooms.
The HOTEL is unsurpassed for comfort, convenience and quick service.
Continental languages are spoken.

Messrs. DORABJEE & HING KEE,
Proprietors.

Hongkong, September 16, 1885. 1612

NOTICE.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

SHIPMASTERS and ENGINEERS are respectfully informed that, if upon their arrival in this Harbour, NONE of the Company's FOREMEN should be at hand, Orders for REPAIRS if sent to the Head Office, No. 14, Praya Central, will receive prompt attention.

In the Event of Complaints being found necessary, Communication with the Undersigned is requested, when immediate steps will be taken to rectify the cause of dissatisfaction.

D. GILLIES,
Secretary.

Hongkong, August 25, 1885. 1458

CHAS. J. GAUPP & Co.,
Chronometer, Watch & Clock Makers, Jewellers, Gold & Silversmiths.

NAUTICAL, SCIENTIFIC AND METEOROLOGICAL INSTRUMENTS.
VOIGTLANDER'S CELEBRATED BINOCULARS AND TELESCOPES.
RITCHIE'S LIQUID AND OTHER COMPASSES.
ADMIRALTY & IMRAY CHARTS, NAUTICAL BOOKS.
English SILVER & ELECTRO-PLATED WARE.
Christofle & Co.'s ELECTRO-PLATED WARE.
GOLD & SILVER JEWELLERY, in great variety.
DIAMONDS
AND
DIAMOND JEWELLERY,
A Splendid Collection of the Latest London Patterns, at very moderate prices. 742

Intimations.

CANTON INSURANCE OFFICE, LIMITED.

NOTICE TO SHAREHOLDERS.

THE Sixth Ordinary General MEETING of SHAREHOLDERS will be held at the Office of the Undersigned at 12 o'Clock (noon) on SATURDAY, the 29th October instant.

The Transfer BOOKS of the Company will be CLOSED from the 15th to the 29th Instant, both days inclusive.

JARDINE, MATHESON & Co.,
General Agents,
Canton Insurance Office, Limited.

Hongkong, October 8, 1887. 1963

NOTICE.

GEO. SMITH,
WINE MERCHANT,
SHANGHAI.

Agents:
NORTON & Co.,
Marine House, Queen's Road.

Hongkong, October 1, 1887. 1918

SAILOR'S HOME.

ANY Cast-off Clothing, Books, or Papers will be thankfully received at the Sailor's Home, West Point.

Hongkong, July 26, 1887.

WASHING BOOKS.

(In English and Chinese.)

WASHERMAN'S BOOKS, for the use of Ladies and Gentlemen, can now be had at this Office.—Price, $1 each.

China Mail Office.

Prospectus.

TRITON INSURANCE COMPANY, LIMITED.

(Incorporated in Calcutta under the Indian Companies' Act of 1882. Limiting the Liability of Shareholders to the Amount of their Shares.)

Date of Formation as an Unlimited Partnership, A.D. 1850.

NOMINAL CAPITAL.....Rs. 22,50,000.

First Issue 18,000 Shares of Rs. 100. Rs. 25 being paid-up, viz.:—
Rs. 5 on Application, and Rs. 20 on Allotment.

Application for Shares will be received in Calcutta and London, and at the Branch Agencies of the Old Company.

Consulting Committee:
E. S. GUBBAY, Esq., of Messrs. Elias S. Gubbay & Co.
J. E. D. EZRA, Esq., of Messrs. E. D. J. Ezra & Co.
L. A. LYALL, Esq., of Messrs. Lyall, Marshall & Co.
H. M. RUSTONJEE, Esq.
Sir A. WILSON, of Messrs. Jardine, Skinner & Co. (Chairman).

General Agents:
Messrs. JARDINE, SKINNER & Co., Calcutta.

PROSPECTUS can be seen, and Application Form for Shares obtained of Messrs. Jardine, Matheson & Co., Hongkong.

JARDINE, MATHESON & Co.,
Agents.

Hongkong, September 29, 1887. 1910

Notice of Firm.

NOTICE.

MR. RATANJI SORABJI TALATI will Sign the Name of our Firm from this date.

E. N. MEHTA & Co.

Hongkong, October 1, 1887. 1919

Notices to Consignees.

THE CHINA SHIPPERS MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM GLASGOW, LIVERPOOL AND SINGAPORE.

THE Company's S.S. *Kaisow*, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Undersigned, before Noon on the 26th Instant, or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 26th Instant will be subject to rent.

Optional Cargo will be forwarded unless notice to the contrary be given before 10 a.m. To-day.

Bills of Lading will be countersigned by

ARNHOLD, KARBERG & Co.,
Agents.

Hongkong, October 19, 1887. 2029

NETHERLANDS INDIA STEAM NAVIGATION COMPANY, LIMITED.

FROM SOURABAYA, SAMARANG, BATAVIA, SINGAPORE AND SAIGON.

THE Company's S.S. *Bantam*, having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ld., at West Point, whence delivery may be obtained.

Cargo remaining undelivered after the 24th Instant will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

JARDINE, MATHESON & Co.,
Agents.

Hongkong, October 17, 1887. 2015

Auctions.

GOVERNMENT NOTIFICATION.

PUBLIC AUCTION.

TO BE SOLD by Public Auction at the Harbour Office,

at Noon, on FRIDAY, the 4th November.—

THE GOVERNMENT STEAM LAUNCH
STANLEY,

Length, 70 feet; Breadth, 12 feet; Depth, 7 feet; Draft of Water, 5·9 feet aft, 4·3 feet forward. New Compound Engines, Speed about 9 knots. Boiler, 4 years old. The Boat is fitted for towing, has a Fire Engine fitted, and Good Accommodation for use as a Ferry-boat.

For further Particulars, apply at the Harbour Office.

J. M. ARMSTRONG,
Government Auctioneer.

Hongkong, October 21, 1887. 2048

For Sale.

FOR SALE.

JULES MUMM & Co.'s CHAMPAGNE,
Quarts.....$20 per Case of 1 doz.
Pints.....$21 " " 2 "

Dubos Frères & de Gernon & Co.'s BORDEAUX CLARETS AND WHITE WINES.

Baxter's Celebrated 'Barley Bree' WHISKY,—$7½ per Case of 1 doz.

GIBB, LIVINGSTON & Co.

Hongkong, July 18, 1884 1187

To Let.

TO LET.

ROOMS in 'College Chambers.'

Apply to
DAVID SASSOON, SONS & Co.

Hongkong, May 25, 1887. 504

TO BE LET.
With Immediate Possession.

SUITE of ROOMS fronting the Praya and Pedder's Street upon the Ground Floor of Building recently occupied by Messrs. Melchers & Co.

These Premises are well adapted for OFFICES or STORES.

ROOMS on the First and Second Floors of Marine House.

BISNEE VILLA, Pokfulum.

A GODOWN, at Bowrington.

Apply to
SHARP & Co.,
Estate Agents,
Marine House.

Hongkong, October 17, 1887. 2025

Shipping.

Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, SYDNEY AND MELBOURNE, *VIA* SINGAPORE.

The Co.'s Steamship
Tsinan,
W. Allison, C'mander,
will be despatched as above on SUNDAY MORNING, the 23rd Instant, at Daylight.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. First-class Saloon and Cabins are situated forward of the Engines. Second Class Passengers are berthed in the Poop. A Refrigerating Chamber ensures the supply of Fresh Provisions during the entire voyage. A duly qualified Surgeon is carried.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, October 21, 1887. 1993

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY & FOOCHOW.

The Co.'s Steamship
Namoa,
Capt. Goddard,
will be despatched for the above Ports on SUNDAY, the 23rd Instant, at Daylight.

For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.,
General Managers.

Hongkong, October 20, 1887. 2035

FOR SWATOW, SINGAPORE AND BANGKOK.

THE SCOTTISH ORIENTAL STEAMSHIP COMPANY, LIMITED.

The Company's Steamer
Kong Beng,
Capt. F. W. Phillips
will be despatched for the above Ports on SUNDAY, the 23rd Instant, at Daylight.

For Freight or Passage, apply to
YUEN FAT HONG,
Agents.

Hongkong, October 21, 1887. 2047

FOR SINGAPORE, HAVRE AND HAMBURG, *VIA* SUEZ CANAL.

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LONDON, LIVERPOOL *and* BREMEN.)

The Steamship
Electra,
Captain L. Madsen,
will be despatched for the above Ports on SUNDAY, the 23rd Instant, at Noon.

For Freight or Passage, apply to
SIEMSSEN & Co.,
Agents.

Hongkong, October 17, 1887. 2022

Shipping.

Steamers.

SHIRE LINE OF STEAMERS.

FOR YOKOHAMA AND KOBE.

The Steamship
Pembrokeshire,
Williams, Commander,
will be despatched for the above Ports on the 24th Instant.

For Freight or Passage, apply to
ADAMSON, BELL & Co.,
Agents.

Hongkong, October 17, 1887. 2024

GLEN LINE OF STEAM PACKETS.

FOR LONDON *VIA* SUEZ CANAL.

The Steamship
Glengarry,
Captain Taylor,
will be despatched as above on or about the 25th Instant.

This Steamer has superior Accommodation for Passengers, and carries a Doctor and Stewardess.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
Agents.

Hongkong, October 14, 1887. 2008

STEAM TO YOKOHAMA, *VIA* NAGASAKI AND KOBE.

(Passing through the INLAND SEA.)

The P. & O. S. N. Co.'s Steamship
Thibet
will leave for the above places on WEDNESDAY, 26th October, at Daylight.

E. L. WOODIN,
Acting Superintendent.

P. & O. S. N. Co.'s Office,
Hongkong, October 13, 1887. 2000

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI.

(Taking Cargo & Passengers at through rates for NINGPO, CHEFOO, NEWCHWANG, TIENTSIN, HANKOW *and Ports on the* YANGTSZE.)

The Co.'s Steamship
Stentor,
Capt. Milligan,
will be despatched as above on SATURDAY, the 29th Instant.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, October 20, 1887. 2037

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI *VIA* AMOY.

(Taking Cargo & Passengers at through rates for NINGPO, CHEFOO, NEWCHWANG, TIENTSIN, HANKOW *and Ports on the* YANGTSZE.)

The Co.'s Steamship
Patroclus,
Capt. Thompson,
will be despatched as above on SATURDAY, the 29th Instant.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, October 20, 1887. 2038

OCEAN STEAMSHIP COMPANY.

FOR LONDON *VIA* SUEZ CANAL.

The Co.'s Steamship
Anchises,
Captain Lapage,
will be despatched as above on SATURDAY, the 29th Instant.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, October 21, 1887. 2046

THE GIBB LINE OF STEAMERS.

FOR SYDNEY MELBOURNE AND ADELAIDE.

(Calling at PORT DARWIN, *and taking through Cargo for* QUEENSLAND PORTS, TASMANIA, *and* NEW ZEALAND.)

The British Steamer
Ghazee,
Captain Johnson,
due shortly with part Cargo from Japan, will be despatched as above on or about the 30th Instant.

The Steamer has excellent Accommodation for First-class Passengers.

Fare to Sydney or Melbourne, $150.

For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Managers.

Hongkong, October 19, 1887. 2032

Sailing Vessels.

FOR SAN FRANCISCO.

The 100 *A* 1 British Barque
Bandaneira,
Ahrens, Master,
will load here for the above Port, and will have quick despatch.

For Freight, apply to
RUSSELL & Co.

Hongkong, October 21, 1887. 2049

FOR NEW YORK.

The 3/3 *L.I.I.* American Ship
South American,
Tucker, Master,
will load here for the above Port, and will have quick despatch.

For Freight, apply to
RUSSELL & Co.

Hongkong, October 6, 1887. 1953

FOR SAN FRANCISCO.

The 3/3 *L.I.I.* German Barque
Melusine,
C. Mehlburger, Master,
will load here and will have quick despatch.

For Freight, apply to
MELCHERS & Co.,
Agents.

Hongkong, October 8, 1887. 1971

To-day's Advertisements.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI VIA SWATOW.

(Taking Cargo & Passengers at through rates for CHEFOO, TIENTSIN, NEWCHWANG, HANKOW and Ports on the YANGTSZE.)

The Co.'s Steamship *Leesang*, Captain Sawer, will be despatched as above on MONDAY, the 24th Instant, at Noon.

For Freight or Passage, apply to JARDINE, MATHESON & Co., *General Managers.*

Hongkong, October 22, 1887. 2 51

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

The Co.'s Steamship *Fokien*, Captain Roach, will be despatched for the above Ports on WEDNESDAY, the 26th Inst., at Daylight.

For Freight or Passage, apply to DOUGLAS LAPRAIK & Co., *General Managers.*

Hongkong, October 22, 1887. 2052

THE CHINA & MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA (DIRECT.)

The Co.'s Steamship *Diamante*, Capt. McCaslin, will be despatched for the above Port on WEDNESDAY, the 26th Inst., at 4 p.m., instead of as previously advertised.

For Freight or Passage, apply to RUSSELL & Co., *General Managers.*

Hongkong, October 22, 1887. 2050

FOR YOKOHAMA (DIRECT.)

The Steamship *Albany*, E. Porter, Commander, will be despatched for the above Port on FRIDAY, the 28th Inst., at 4 p.m.

For Freight or Passage, apply to ADAMSON, BELL & Co., *Agents.*

Hongkong, October 22, 1887. 2055

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY, MELBOURNE AND ADELAIDE.

(Calling at PORT DARWIN, and taking through Cargo to NEW ZEALAND, TASMANIA, &c.)

The Steamship *Tannadice*, Captain Craig, will be despatched for the above Ports on MONDAY, the 31st Instant, at 4 p.m.

For Freight or Passage, apply to RUSSELL & Co., *Agents.*

Hongkong, October 22, 1887. 2053

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY, MELBOURNE AND ADELAIDE.

(Calling at PORT DARWIN & QUEENSLAND PORTS, and taking through Cargo to NEW ZEALAND, TASMANIA, &c.)

The Steamship *Guthrie*, Captain Green, will be despatched for the above Ports on WEDNESDAY, the 9th November, at Daylight.

For Freight or Passage, apply to RUSSELL & Co., *Agents.*

Hongkong, October 22, 1887. 2054

THE CHINA & JAPAN TELEPHONE COMPANY, LIMITED.

4, Club Chambers.

WANTED for the above Company, TWO or THREE ROOMS, centrally situated, as Offices.

Also, a Small GODOWN, or STOREROOM for Material.

HAROLD DAWSON, *Agent.*

Hongkong, October 22, 1887. 2056

SHIPPING

ARRIVALS.

October 21, 1887:—

Ingraban, German steamer, 894, M. Ruge, Penang October 8, Singapore 11, and Hoihow 20, Sugar and General.—Bun Hin Chan.

Oxfordshire, British steamer, 998, C. P. Jones, Saigon October 16, Rice.—Russell & Co.

October 22:—

Feihung, British steamer, from Whampoa.

Raylton Dixon, Norwegian steamer, 1,182, J. Johannesen, Kutchinotzu October 17, Coal.—Mitsui Bussan Kaisha.

Glenparry, British steamer, 1,956, Taylor, Swatow October 21, General.—Jardine, Matheson & Co.

Asia, British ship 1,398, T. R. Anderson, Shanghai October 13, part general to finish here for New York.—Arnhold, Karberg & Co.

Whampoa, British steamer, 1,009, Geo. Fawcett, Wellington, N.Z., September 30, Coal and General.—Butterfield & Swire.

Glaucus, British steamer, 1,382, Hannah, Shanghai October 16, via Foochow, Amoy and Swatow 22, General.—Butterfield & Swire.

Fokien, British steamer, 509, J. S. Roach, Tamsui October 19, Amoy 20, and Swatow 21, General.—Douglas Steamship Co.

Nanshan, British steamer, 803, J. Blackburne, Swatow October 21, Rice.—Hor Hing Hong.

Empreza, British barque, 730, Wm. H. Allan, Newchwang October 8, Beans.—Wieler & Co.

Pembrokeshire, British steamer, 1,486, D. Williams, London and Singapore October 16, General.—Adamson, Bell & Co.

Alwine, German steamer, 400, S. Samuelsen, Pakhoi October 17, Hoihow 19, and Macao 22, General.—Wieler & Co.

Velox, German steamer, 636, M. Kallson, Newchwang October 15, General.—Eduard Schellhass & Co.

DEPARTURES.

October 22:—

McNear, for New York.
Frejr, for Haiphong.
Cheang Hock Kian, for Amoy.
Vorwaerts, for Haiphong.
Siam, for Bangkok.
Glaucus, for Singapore and London.
Sarpedon, for Singapore and London.
Bantam, for Amoy.
Norden, for Kutchinotzu.

CLEARED.

Independent, for Hoihow.
Namoa, for Coast Ports.
Electra, for Singapore and Hamburg.
Tsinan, for Singapore and Sydney.
Feilung, for Tientsin.
Ing aban, for Swatow.
Kong Beng, for Swatow Bangkok.
Tantallon, for Nagasaki and Yokohama.
Nanshan, for Singapore.
Danub, for Haiphong.
Eidswold, for Whampoa.

PASSENGERS.

ARRIVED.

Per *Ingraban*, from Penang, 57 Chinese.
Per *Oxfordshire*, from Saigon, 33 Chinese.
Per *Glenparry*, from Swatow, Messrs Bushby, and C. S. Barff, and 761 Chinese.
Per *Whampoa*, from Wellington, N.Z., Mr Le Provert, and 30 Chinese.
Per *Glaucus*, from Coast Ports, 130 Chinese, for Hongkong; and 761 Chinese, for Straits.
Per *Fokien*, from Coast Ports, Messrs Pryde, Baucher, and 197 Chinese.
Per *Nanshan*, from Swatow, 20 Chinese.
Per *Pembrokeshire*, from Singapore, Mr C. E. Bigmore, and 119 Chinese.
Per *Alwine*, from Pakhoi, 6 Chinese.

DEPARTED.

Per *Frejr*, for Haiphong, 30 Chinese.
Per *Cheang Hock Kian*, for Amoy, 340 Chinese.
Per *Vorwaerts*, for Haiphong, 25 Chinese.
Per *Glaucus*, for Singapore, 761 Chinese.
Per *Sarpedon*, for Singapore, 123 Chinese.

TO DEPART.

Per *Independent*, for Hoihow, 20 Chinese.
Per *Namoa*, for Coast Ports, 180 Chinese.
Per *Electra*, for Singapore, 1 European.
Per *Tsinan*, for Singapore, 1 European, and 41 Chinese.
Per *Ingraban*, for Swatow, 120 Chinese.
Per *Kong Beng*, for Swatow, 150 Chinese.
Per *Nanshan*, for Singapore, 250 Chinese.
Per *Danube*, for Haiphong, 120 Chinese.

SHIPPING REPORTS.

The British steamer *Glenparry* reports: Had N.E. wind moderate and fine weather.

The British ship *Asia* reports:—Owing to Easterly winds and lee current could not get away from the Mouth of the Yangtse Kiang until the 16th, inst., had one day S.W. wind in Formosa Strait, and hove to off Hongkong. Light winds all night 20th, and have had Northerly winds to beat in against all day of 21st.

The British steamer *Glaucus* reports: Had strong winds and overcast high sea.

The British steamer *Fokien* reports: From Tamsui to Amoy, strong N.E. gale and high sea. From Amoy to Swatow, had strong N.E. breeze and fine weather. From Swatow to port light winds and fine weather. Steamer in Tamsui, *Johann*. Strs. in Amoy, *Pi ciola* and *Chow-chow-foo*. Strs. in Swatow, *Thales* and *Haiphong*.

The British steamer *Pembrokeshire* reports: Had light winds and fine weather up to lat. 14.30 N., long. 112.40 E.; thence to port hard N.E. gale and high head sea. Nothing seen of the Glen-line steamer *Glenlyon* during the passage.

The German steamer *Velox* reports: Had fine weather, excepting 2 days' heavy Southerly gale off Shanghai.

POST OFFICE NOTICES.

MAILS will close:—

For SINGAPORE.—
Per *Electra*, at 9 a.m., on Sunday, the 23rd inst.

For YOKOHAMA.—
Per *Pembrokeshire*, at 11.30 a.m., on Monday, the 24th inst.

For MANILA.—
Per *Diamante*, at 3.30 p.m., on Monday, the 24th inst.

For NAGASAKI, KOBE & YOKOHAMA.
Per *Thibet*, at 5 p.m., on Tuesday, the 25th inst.

For SWATOW, AMOY & TAMSUI.—
Per *Fokien*, at 5 p.m., on Tuesday, the 25th inst.

MAILS by the British Packet.—

The British Contract Packet *Hydaspes* will be despatched on TUESDAY, the 25th Oct., with Mails for the United Kingdom, Europe, and countries beyond, *viâ Brindisi*; to the Straits Settlements, Netherlands India, Burmah, Ceylon, India, Aden, Egypt, Malta, and Gibraltar.

The usual hours will be observed in closing the Mails, &c.

MAILS by the German Packet.—

The German Contract Packet *Sachsen* will be despatched on MONDAY, the 31st Instant, with Mails for the United Kingdom, Europe and countries beyond, *viâ Brindisi*; to the Straits Settlements, Batavia, Burmah, Ceylon, India, Aden, Egypt, Malta, Gibraltar, &c., &c.

The hours observed in closing the Mails, &c., will be the same as in the case of the British Packet.

Correspondence should be marked Per German Mail, or with the name of the Packet.

POST OFFICE NOTICES.

MAILS will close:—

MAILS by the French Packet.—

The French Contract Packet *Anadyr* will be despatched on TUESDAY, the 1st November, with Mails for the United Kingdom, Europe, and places beyond, *viâ Marseilles*; to Saigon, Straits Settlements, Batavia, Burmah, Ceylon, the Australasian Colonies, Pondichéry, Madras, Calcutta, Aden, Mauritius, Egypt, Malta, and Gibraltar.

The usual hours will be observed in closing the Mails, &c.

MAILS by the United States Packet.—

The United States Mail Packet *City of Peking* will be despatched on TUESDAY, the 1st November, with Mails for Japan, San Francisco, the United States, Canada, Honolulu, Peru, &c., which will be closed as follows:—

2.15 p.m. Registry ceases.
2.30 p.m. Post-Office closes, but Correspondence may be posted on board the Packet *with Late Fee of 10 cents extra Postage* until the time of departure.

HOURS OF CLOSING

THE ENGLISH MAIL.

The following hours are observed in closing Mails, &c., by the British Contract Packet:—

Day of Departure,—
Noon.—Money Order Office closes.
2 p.m.—Registry of Letters ceases. Posting of all printed matter and patterns ceases.
3 p.m.—Mail closed, except for Late Letters.
3.10 p.m.—Letters may be posted with Late Fee of 10 cents until
3.30 p.m.—When the Post Office closes entirely.
3.40 p.m.—Late Letters may be posted *on board the packet* with Late Fee of 10 cents until time of departure.

HOURS OF CLOSING

THE FRENCH MAIL.

The following hours are observed in closing Mails, &c., by the French Contract Packet:—

Day before departure,—
5 p.m.—Money Order Office closes.
Post Office closes, except the Night Box, which is always open out of Office hours.

Day of departure,—
7 a.m.—Post Office opens.
10 a.m.—Registry of Letters ceases.
10.30 a.m.—Posting of all printed matter and patterns ceases.
11 a.m.—Mails closed, except for Late Letters.
11.10 a.m.—Letters may be posted with Late Fee of 10 cents until
11.30 a.m.—When the Post Office closes entirely.
11.40 a.m.—Late Letters may be posted *on board the packet* with Late Fee of 10 cents until time of departure.

MEMOS. FOR TO-MORROW.

Shipping.

Daylight.—*Namoa* leaves for Coast Ports.
Daylight.—*Kong Beng* leaves for Swatow, Singapore and Bangkok.
Daylight.—*Tsinan* leaves for Port Darwin, &c.
Noon.—*Electra* leaves for Havre, &c.

RELIGIOUS SERVICES:—

Union Church.—Divine Worship, 11 a.m.—Rev. G. H. Bondfield. Service in Chinese, 2 p.m.—Rev. J. Chalmers, M.A., LL.D.

Seamen's Services.—The Services for Seamen which have been hitherto held in the Mission Church, Queen's Road, will be held in the future in Union Church. On Sunday and Friday evenings at 7.30. All Seamen are invited to attend.

German Bethesda Chapel.—Service in the German language, by Rev. F. Hartmann, every Sunday, at half-past ten a.m., in the Chapel of the Berlin Foundling House, West Point.

St. Joseph's Church, Garden Road.—9 a.m. Mass and Sermon. 5.30 p.m. Evening Service. Benediction.

St. Peter's Seamen's Church, Sailors' Home.—Service every Sunday at 6 p.m. Holy Communion at 7.30 a.m. on the Second Sunday; and after the evening Service on the Fourth Sunday of each month. Service every Thursday at 6 p.m.

Temperance Hall, 7.30 p.m.—Undenominational Meeting.

MEMOS. FOR MONDAY.

Shipping.

Noon.—*Leesang* leaves for Shanghai, &c.
Pembrokeshire leaves for Yokohama, &c.

Miscellaneous.

Goods per *Bantam* undelivered after this date subject to rent.

General Memoranda.

Tuesday, October 25:—
6.30 p.m.—Meeting of H.K. Volunteers at Head Quarters.

Wednesday, October 26:—
Goods per *Kaisow* undelivered after this date subject to rent.

Thursday, October 27:—
3.30 p.m.—Meeting of The Union Ins. Society of Canton, Ltd., at its Head Office, Hongkong.

Saturday, October 29:—
Noon.—Meeting of Shareholders of the Canton Ins. Office, Ltd., at the General Managers' offices.

Friday, November 4:—
Noon.—Auction of Government Steam Launch *Stanley*.

Wednesday, November 9:—
Celebrate Her Majesty's Jubilee.

Thursday, November 10:—
Celebrate Her Majesty's Jubilee.

Wednesday, November 30:—
List of Contributions to the H.K. Fire Insurance Company, Ltd., to be sent in before this date.

The publication of this issue commenced at 7.30 p.m.

The China Mail.

HONGKONG, SATURDAY, OCTOBER 22, 1887.

TELEGRAMS.

[Supplied to the 'China Mail.']

THE RIOTS IN LONDON.

London, 20th October.

Collisions between the Police and populace continue in the parks and on the Thames embankment; several German anarchists have been noticed amongst the mob.

(From the *Singapore Free Press.*)

CHAMBERLAIN IN ULSTER.

London, 14th Oct.—Mr Chamberlain, addressing a large meeting at Belfast, said that so much matter had been written and said regarding Ireland by Mr Gladstone, that it was high time that gentleman gave the nation a clear exposition of what his plans for Ulster were.

ILLNESS OF AN EMINENT PHYSICIAN.

Sir William Gull, M. D., has a stroke of paralysis.

OBITUARY.

Mrs Craik.

[Mrs Craik is a distinguished novelist who made a name for herself by 'John Halifax, Gentleman.' We extract the following notice from 'Men of the Time':—

Mulock, Miss Dinah Maria (Mrs. Craik), born at Stoke-upon-Trent, Staffordshire, in 1826, published her first novel, 'The Ogilvies,' in 1849, which was followed by 'Olive,' a novel, which supported the promise of its predecessor, in 1850, 'The Head of the Family,' 1851; 'Agatha's Husband,' in 1852; 'John Halifax, Gentleman,' in 1857; 'A Life for a Life,' 1859; 'Mistress and Maid,' 1863; 'Christian's Mistake,' 1865; 'Two Marriages,' 186 ; 'My Mother and I,' 1874; 'The Laurel Bush,' 1876; 'Miss Tommy,' 1884; 'King Arthur,' 1886. She has also published collections of fugitive papers, entitled 'Romantic Tales,' 'Domestic Tales,' 'Nothing New,' 'Studies from Life,' 'A Woman's Thoughts about Women,' and a volume of Poems; some miscellaneous works, as 'Sermons out of Church,' 1875; 'A Legacy,' 1878; 'Plain Speaking,' 1882; 'An Unsentimental Journey through Cornwall,' 1884; and several stories for children. In 1881 she obtained a literary pension of £60 a year, and in 1865 was married to Mr. George Lillie Craik.]

LOCAL AND GENERAL.

Passed Suez Canal.

Outward Bound:—*Victoria, H. Hauenjager*, August 23; *Jason, Titania*, September 27; *Benvenue, Priam*, 30; *Deucalion, Iphigenia*, Oct. 4; *Dardanus, Glen-eagles*, 7; *Toonan*, 10; *Allnacraig, Preussen*, 11; *Menelaus, Glenshiel*, 14; *Melbourne, Monmouthshire, Tartar, Teresa, Frigga*, 18.

Homeward Bound:—*Hankow*, Sept. 16; *Bothwell Castle*, 23; *Glenavon, Lord of the Isles*, 27; *Benlarig, Hector*, 30; *Agamemnon, Volga, Polyhymnia, Carmarthenshire*, Oct. 4; *Elektra, Glenearn*, 7; *Djemnah*, 11; *Cardiganshire*, 14; *Bellerophon, Glenroy, Electra, Titan, Moray*, 18.

The steamship *Oxus*, with the French Mail of Sept. 23rd, left Singapore on Friday, the 21st instant, at 10 a.m., and may be expected here on or about Friday, the 28th instant. This packet brings replies to letters despatched from Hongkong on Aug. 11.

The O. & O. Co.'s steamship *San Pablo*, with the American Mail of Oct. 1st, is to leave Yokohama on the 23rd inst., and may be expected here on or about the 29th inst.

The Glen Line steamer *Glenlyon*, from London, was to leave Singapore for this port on the 10th instant, and may be expected here on or about the 22nd inst.

The Shire Line steamer *Pembrokeshire* left Singapore on the 16th inst., and may be expected here on or about the 22nd inst.

The Union Line steamer *Guy Mannering* left Singapore on the 18th inst., and may be expected here on or about the 24th inst.

The O. S. S. Co.'s steamer *Stentor*, from Liverpool, left Singapore on the 20th instant, and may be expected here on or about the 27th inst.

The O. S. S. Co.'s steamer *Patroclus*, from London, left Singapore on the 20th inst., and may be expected here on or about the 27th inst.

The Union Line steamship *Devonshire* left Singapore on the 21st inst., and may be expected to arrive here on or about the 27th inst.

The E. & A. S. S. Co.'s steamer *Tannadite* left Port Darwin on the 19th inst., and may be expected here on or about the 30th inst.

Order of choral service at St. John's Cathedral.—2nd Sunday after Trinity.

Matins:—Voluntary, Andante, Dr W. Sangster; Venite, Macfarren; Psalms, Ouseley, Turle, Elvey & Smart; Te Deum, Russell &c., p. xix; Jubilate, Elvey; Anthem, 'I will call upon the Lord' (Mozart); Litany, Tallis; Hymn, No. 2 (1st tune); Voluntary, 'I waited for the Lord' (Lobgesang), Mendelssohn.

Evensong:—Voluntary, Agnus Dei—(1st Mass) Mozart; Psalms, Tones, Perigrinus and Arnold; Magnificat, Barnby; Nunc Dimittis, Foster; Hymns, 170, 280 (1st tune), & 15; Voluntary, 'Let the bright Seraphim' (Samson) Handel.

Ex-paymaster Markham pleaded guilty to a charge of forgery at the Supreme Court to-day and was sentenced to five years' imprisonment with hard labour.

The date of the 'Sale of Work' in aid of the Baxter Chinese Girl's Schools has been changed from Tuesday, the 25th, to Wednesday, the 26th inst.

Messrs Russell & Co. inform us that the Union Line steamer *Devonshire*, from London, left Singapore for this port yesterday, and may be expected to arrive on or about the 27th inst.

The Agent of the O. & O. S. S. Co. informs us that the Co.'s S.S. *San Pablo*, with mails, &c., from San Francisco to the 1st inst., via Honolulu, has arrived at Yokohama, and will sail for this port to-morrow.

By kind permission of Captain Harris, divine service will be conducted on board the British ship *Ian Mackenzie* to-morrow forenoon, at eleven o'clock, by Rev. A. G. Goldsmith.

The hawker who was stabbed by another in a quarrel recently, and whom we, through a misunderstanding, reported as having succumbed to his injuries, has so far recovered that he was able to leave the Hospital to-day.

An unemployed man named Heung A Tsui was charged in the Police Court to-day, at the instance of Police Sergeant John Buthin, with being in possession of a quantity of prepared opium without a valid certificate. The defendant was sentenced to pay a fine of $75 or go to prison for six weeks.

An Indian Constable, Abdool Suban, who was charged last week with allowing a prisoner to escape after he had been taken in custody, was again brought before Mr. Wodehouse in the Police Court to-day. Inspector Corcoran, who had charge of the case, said he would not press for a heavy penalty. His Worship imposed a fine of ten dollars.

A couple of British tars named Benjamin Graham and James Thomson, who were disporting themselves in the vicinity of Graham Street last night, were mulcted in fines of five dollars and three dollars, respectively, in the Police Court this morning. The charge was that of being drunk and disorderly, and assaulting Sunender Singh, an Indian constable.

We understand that a large and influential deputation of Chinese, waited upon the Registrar General, Mr J. Stewart Lockhart, to urge on him the necessity of the Government building a Home for such girls as were saved from a life of infamy through the agency of the Pa Leung Kok and otherwise, and to request him to lay their views before the Government.

Ohi A Ox, blacksmith, and Tau A Cheung, carpenter, were to-day brought before Mr Wodehouse in the Police Court, charged with disorderly conduct by gambling on board the s.s. *Pang* in the harbour. Mr J. W. Stevens, the chief officer of the *Pang*, said that the two men were passengers on the vessel, and had taken the voyage purely as a gambling trip, although such 'sinful games' are not allowed on board the steamer. They had attempted to snatch a stolen game while the vessel was in the harbour, and being then within the jurisdiction of the Court had been 'dropped on.' His Worship sent the pair to prison and hard labour for six weeks.

Information has been received by Messrs Russell & Co., of the loss of the British ship *Monarch*, of 1,187 tons, and of the Spanish schooner *Jesusa*, which went to her rescue. The *Monarch* left Manila on the 1st September for New York with a cargo of 3,350 bales hemp and 1,300 tons sugar; and on the 7th inst. she was driven ashore, by the force of the currents, at Punta Pauli, to the South West of Mindoro, and became a total wreck. The *Jesusa* went to the rescue and took off the crew of the *Monarch*, but on her way back to Manila she encountered a typhoon and also came to grief, being driven ashore and broken in pieces. The Captain of the *Monarch* and three of his crew were drowned while attempting to swim ashore.

The *Chung-ngoi-san-pu* has an elaborate article to prove that what foreigners consider barbarous punishments are perfectly right, because they are according to the principles and practice of Yao and Shun, and of Confucius. This being so, the said punishments must be in perfect accordance with heavenly principles, and foreigners must in time come to see that they are labouring under a delusion. The *Chung-ngoi-san-pu* does not seem to know that barbarous cruelties were practised in all countries in the dark ages, and not in China only. The fact that they were practised by Yao and Shun and by Confucius does not prove them to be right; on the contrary it proves that those so-called sages were benighted. The day of modern civilization had not begun to dawn upon them. The *Chung-ngoi-san-pu* has not the same excuse.

The Pacific Mail Co.'s steamer *City of Peking*, one of the finest steamers that come this way, has, we observe, received several improvements since she was last here. The ten boilers, with which she was formerly supplied, have been taken out, and in their place have been put six steel boilers with all the latest improvements. These six new boilers give as great a propelling power as the ten, and have the great advantage that they occupy far less space. This economy in space will give increased accommodation for cargo, besides being an improvement to the ship. Opportunity was also taken of this change being made to fit the vessel throughout with Edison's electric light, which adds much to the attractiveness of this fine steamer. Although in very good condition before, the changes made have led to the vessel being repainted and re-upholstered. We understand it is the intention of the Agent of the Company to invite the public some day soon to visit the *City of Peking* and see for themselves the splendid condition of the vessel.

Evidence in the Namtau Rendition case was heard by Mr Mitchell-Innes to-day at the Magistracy. Mr Caldwell appeared for the prosecution, and Mr Hastings (of Messrs Wotton and Deacon's Office) for the prisoner. The shopman who was previously examined again narrated the circumstances of the armed attack on the pawnbroking establishment, and identified a number of the articles found in the prisoner's possession. He made the identification of the jewellery chiefly by means of the 'shops' of Namtau makers which they bore, but in some cases he recognised articles which, from possessing some peculiarity, were subjected to particular inspection at the time they were lodged in the pawnshop. He also identified some pawn-tickets found in the box along with the jewellery as belonging to the looted pawnshop, and as bearing characters in his own handwriting. He stated that these tickets were in the storehouse of the pawnshop on the night of the 23rd August. All the articles he had identified, he said, were in the storehouse on that night. More than ten trunks were broken into by the thieves. He could not identify the prisoner as one of the thieves he saw in the shop. He was not aware of having ever seen the prisoner before. There were over forty thousand lots in the pawnshop on the night of the attack. After the examination of this witness, the case was remanded till Wednesday next.

Owing to the elimination of the small and spurious coins, cash exchange is now as low as 1050 per dollar, while last year it was 1380. The poor and labouring class of people suffer much from the loss of fully 320 cash per dollar, as before it was of course easier for them to earn a small cash than it is now to earn a big one.—*Foochow Echo.*

The *Foochow Echo* says:—The Fire Demon seems to have a down upon the Lekin Station on Changchow Island, as it was burned down again early on the morning of the 14th instant, only about a month after being rebuilt. Our readers will remember the blaze it made when burning about two months ago. Fortunately on this occasion the fire confined its attention solely to the official premises.

Vessels Advertised as Loading.

Destination.	Vessel.	Captain.	Agents.	Date of Leaving.
Bremen, and Ports of Call	Sachsen (s)	Jaeger	Norddeutscher Lloyd	October 31, at 4 p.m.
Havre, &c., via Suez Canal	Electra (s)	L. Madsen	Siemssen & Co.	October 23, at noon.
London, and Ports of Call	Hydaspes (s)	E. Crewe	P. & O. S. N. Co.	October 25, at 4 p.m.
London, via Suez Canal	Glengarry (s)	Taylor	Jardine, Matheson & Co.	About October 25.
London, via Suez Canal	Anchises (s)	Lapage	Butterfield & Swire	October 29.
Manila	Diamante (s)	McCaslin	Russell & Co.	October 26, at 4 p.m.
Marseilles, and Ports of Call	Anadyr (s)	Delacroix	Messageries Maritimes	November 1, at noon.
Nagasaki, Kobe and Yokohama	Thibet (s)		P. & O. S. N. Co.	Oct. 26, at daylight.
New York	South American	Tucker	Russell & Co.	Quick despatch.
Port Darwin, &c.	Tsinan (s)	W. Allison	Butterfield & Swire	Oct. 23, at daylight.
San Francisco, via Yokohama	City of Peking (s)	Dearborn	Pacific Mail S. S. Co.	November 1, at 3 p.m.
San Francisco, via Yokohama	San Pablo (s)		O. & O. S. S. Co.	November 12, at 3 p.m.
San Francisco	Mohsine	C. Mehlburger	Melchers & Co.	Quick despatch.
San Francisco	Bandaneira	Ahrens	Russell & Co.	Quick despatch.
Shanghai	Stentor (s)	Milligan	Butterfield & Swire	October 29.
Shanghai, via Swatow	Leesang (s)	Sawer	Jardine, Matheson & Co.	October 24, at 4 p.m.
Shanghai, via Amoy	Patroclus (s)	Thompson	Butterfield & Swire	Oct ber 29.
Swatow, Amoy and Foochow	Namoa (s)	Goddard	Douglas Lapraik & Co.	Oct. 23, at daylight.
Swatow, Amoy and Tamsui	Fokien (s)	Roach	Douglas Lapraik & Co.	Oct. 26, at daylight.
Swatow, Singapore and Bangkok	Kong Beng (s)	F. W. Phillips	Yuen Fat Hong	Oct. 23, at daylight.
Sydney and Melbourne, &c.	Ghazee (s)	Johnson	Gibb, Livingston & Co.	About October 30.
Sydney and Melbourne, &c.	Tannadice (s)	Craig	Russell & Co.	October 31, at 4 p.m.
Vancouver (B.C.), via Yokohama	Guthrie (s)	Green	Russell & Co.	Nov. 9, at daylight.
Yokohama and Kobe	Batavia (s)	Price	Adamson, Bell & Co.	November 15, at 3 p.m.
Yokohama	Pembrokeshire (s)	Williams	Adamson, Bell & Co.	October 24.
	Albany (s)	E. Porter	Adamson, Bell & Co.	October 28, at 4 p.m.

SHARE LIST.—QUOTATIONS.

October 22, 1887.

Stocks.	Nos. of Shares	Par Value.	Paid up.	Position per last Report.	Reserve.	Balance C/forward	Last Dividend	Closing Quotations. Cash.
BANKS.								
Hongkong and Shanghai Bank Corp.	50,000	$ 125	all	$ 3,000,000		$ 8,228.50 at working a/c	30/ for ½ year to June 30/87	133 % prem., buyers
INSURANCES.								
North-China Insurance Co., Ld.	5,000	£ 5	£ 2	Tls. 100,000	Tls. 406,132.00		Tls. 23.65 for 1886	Tls. 257½
Yangtsze Insurance Company, Ld.	8,000	£ 5	all	£ 50,000	Tls. 3,050,767		% for 1886	Tls. 105
Union Insurance Society Co., Ld.	10,000	$ 250	$ 250	$ 614,000	$ 314,012.96	$ 64½ p. sh. /85		$390 per share, sales
China Traders' Insurance Co., Ld.	24,000	$ 83.33	$ 25	$ 600,000	$ 245,240.04	20 % p annum		$65½, sellers
Canton Insurance Office Co., Ld.	10,000	$ 250	$ 50	$ 188,000	$ 494,405.00	10 % for 1885		$75, sellers
Chinese Insurance Co., Limited	1,500	$ 1,000	$ 250	$ 28,711.50	$ 125,771.29	8 % for 1886		$215 per share, sellers
Hongkong Fire Insurance Co., Ld.	8,000	$ 250	$ 50	$ 1,000,000	$ 328,567.46	$27.50 for '85		$375, sales
China Fire Insurance Co., Ld.	20,000	$ 100	$ 20	$ 612,500	$ 243,733.44	$ 6 for 1885		$77, buyers
Singapore Insurance Company, Ld.	40,000	$ 100	$ 20	...	$ 17,000	...		$19, buyers
The Straits Fire Insurance Co., Ld.	20,000	$ 100	$ 20	...	$ 7,713.40	...		$18, buyers
The Straits Insurance Co., Ld.	30,000	$ 100	$ 20	$ 200,000	$ 75,832.52	...		$29
STEAMBOAT COMPANIES.								
H. K. and M. Steamboat Co., Ld.	40,000	$ 2	all	$ *40,000	$ 5,9[illegible]1.80		7 % half year June 30/87	$206, buyers
				$ †190,000	$ 127,320	$ 115[illegible].13	8 %	$46½ nom.
Douglas Steamship Co., Limited	20,000	$ 50	all					
Indo-China S. N. Company, Limited	18,387	£ 1	£ 1		£ 4,387.5.9		7 % for 1885	12½ % dis., sellers
60,000 shares issued	31,212	£ 1	£ 1		...		None	40 discount, nominal
China and Manila S. S. Co., Ld.	3,500	$ 100	all		...			
MISCELLANEOUS.								
Hongkong & Whampoa Dock Co., Ld.	12,500	$ 125	all		$ 1,492.91		6½ % for ½ yr. to June 30/87	71 % prem., sales
H.K. and China Gas Co., Limited, New Shares	5,100	£ 10	all	£ 9,177.3	£ 1,527.3.11		10 % and 2 % bonus for '86	$130 per share, buyers, fully paid up
	1,900	£ 10	£ 7.10					
Hongkong Hotel Company, Ld.	3,000	$ 100	all		$ 678.94		35 half year June 30/1887	$185 ex div., nominal
3,000 shs. issued								
China Sugar Company, Limited	15,000	$ 100	all		$ 13,781.53		6 % for ½ year to June 30/87	$140, buyers
Hongkong Ice Company, Limited	5,000	$ 25	all	$ 33.00			12 % for 1886	50 nominal
Hongkong Bakery Company, Ld.	600	$ 50	all	$ 6,000	$ 514.55		1 % for 1886	$110 ex div., nominal
Canton Sugar Company, Limited	7,000	$ 100	all		$ 129,303.18		None	$50 nominal
Perak Sugar Cultivation Co.	5,000	Tls. 50	all				None	Tls. 18
Perak Tin Mining & S'tiug Co.	5,000	$ 50	all				None	$10 nominal
Panjom & Sungkie Dua Sámatan Mining Co.	40,000	$ 10	all				None	$13½ sellers
H.K. & Kow. Wharf & Godown Co.	17,000	$ 100	all				None	148, sellers
H'kong Rope Manufactory Co., Ld.	3,000	$ 50	all				7	$35 per share, buyers
A. S. Watson & Co., Limited	3,800	$ 100	all	$ 5,000	$ 2,730.00		13 % for 1886	65 % prem.
H.K. High-Level Tramways Co., Ld.	3,250	$ 100	$ 50					12 % prem.
LOANS.				Rates of Int.	Payable			
Japanese, Imperial 1884 a	8,56[illegible]	Tls. 50		8 %	June 15 & Dec.			7 % prem., buyers
" " 1884 c	318	$ 500	all	8				3 prem., buyers
" " 1886 a		Tls. 700,000	Tls. 250	7 %	March & Sept.			10 % prem., buyers

* Equalisation of Dividend Fund. † Depreciation and Insurance Fund. ‡ At debit.

The *Singapore Free Press* says:—We are told that one of the officers of H.M.S. *Rattler* was on board the *Wasp* when she left for Hongkong, having been requested to come north to that station by the Admiral. This was Lieut. Bertie A. Cator, who was the Navigating Officer of the *Rattler*, commissioned to that appointment 21st June, 1887. Under the circumstances none of the officers of H.M.S. *Rattler* were present last night (14th inst.) at the performance on board H.M.S. *Orion*.

We grumble about accidents to our ironclads and declare our naval constructors incompetent; what then must be thought of the designers of the American 'Atlanta?' Armed with two 8-in. and two 6-in. guns, she at the first round became disabled; gun-carriages destroyed by the recoil; the joinery shaken to pieces; the deck splintered: an expensive but no doubt valuable experiment on the 'trial by error' principle.—*J. C. & F. Engineer and Builder.*

The particulars of the competition connected with the proposed Dunton Free Library afford another instance of the way in which common sense is economized in such matters. The architect will not be required to superintend the erection of the building; £20 5s. will be paid to him as full compensation for the drawings and specifications; the building is not to cost more than £1,500 *and a tender to that effect must accompany the drawings.*—*J. C. & F. Engineer and Builder.*

The *Foochow Echo* says:—We have lately noticed a number of new Opium dens springing up about the place. We are told that this is the result of the new coalition of Hai-kwan and Lekin duties on opium, which gives greater security to the retailer, as he cannot now be pounced upon by runners, and accused of smuggling the drug, the bare accusation only to be atoned for by a good round squeeze. We are making enquiries, and hope to inform our readers in an early issue of the number of new shops opened.

The Power of England.—All the Vienna newspapers publish detailed and sympathetic reports of the cordial reception accorded to the British fleet at Trieste. The *Neue Freie Presse*, the leading Liberal journal in Austria, says:—'It is now the fashion to speak of England's decadence, but, in spite of all that may be adduced in support of this pessimist view, the fact remains that Great Britain's moral and physical power has not its equal in the world, and can only be compared with the greatness of ancient Rome.'

The *Whitehall Review* remarks:—'There would appear to be a lack of aspirants to such comfortable and easy-going appointments as aides-de-camp to colonial governors. Thus the present Governors of South Australia, Western Australia, Tasmania, Barbados, Trinidad, Bahamas, British Guiana, Newfoundland, Natal, Mauritius, Hong Kong, and the Straits Settlements are all apparently without the services of a staff officer, if we may judge by the Official list. There is, we know, a difficulty in finding candidates for these appointments, with their multifarious, though by no means irksome, duties. While the pay is necessarily small, no officer without private means can think of taking up the duties, while the appointments in most cases mean practical banishment to a distant colony, and consequent loss of touch with the service.'

The *Singapore Free Press* says there must be a mistake somewhere as the Straits Settlements and Hongkong are provided with A.D.Cs; but our contemporary forgets that our A.D.Cs. are not appointed in the way mentioned by the *Whitehall Review*, but are chosen locally.

The *Foochow Echo* says:—By circular on the 12th instant the public were notified that telegraphic communication was established with Formosa. At present the only ports in Formosa in connection are Tamsui, Taipek and Keelung, but with the extension of the land lines to the South in due course, our friends in Taiwan will be in telegraphic conversation with the outer world. They will then hear without delay that the Sultan of Morocco is dead, also that Queen Anne has passed away, and such other interesting items, as are daily flashed to us along the wires, to say nothing of a daily quotation for Banks. The tariff of 24 cents a word does not seem unreasonable for a beginning. The work of laying the cable, between here and Formosa, has been performed by the Formosa Government cable steamer *Fee Chew*, a new boat just out from England. She landed the shore end of the cable at Sharp Peak on the 4th instant, and paid out as far as the White Dogs. Here, however, bad weather coming on she had to cut and buoy the cable, and run for shelter under the Island. On the 7th instant, the weather having moderated, she picked up the buoy and after splicing the cable ran across towards Tamsui, passing to the north of the White Dogs. The final splices at the other end were made on the afternoon of the 8th instant. The distance from Sharp Peak to Tamsui is about 111 miles. We understand the steamer *Fee-Chew*, as well as the cable, was procured by Messrs Jardine, Matheson & Co. for the Provincial Government of Formosa, but she has not yet changed flags.

'FRAGRANT WATERS' MURMUR.

That the last Levee at Government House was better managed than the former one, although even yet some improvements might be made in the arrangements.

That I understand the omission of several names from your published list has been the means of bringing out certain phases of individual character quite new to Hongkong 'sassiety.'

That I have heard it suggested that a shelter for the Guard of Honour and the Regimental Band, from the sun and rain, might form part of the permanent fittings of Government House.

That the sons of Saint Andrew displayed sound judgment in deciding not to have a Ball this year.

That although the Ladies are doubtless disappointed, Paterfamilias probably breathes more freely, and the Fair ones will no doubt receive ample consolation next year.

That as our friends from the North have resolved to celebrate their Saint's day by a concert, those of us who hail from further South, and have so often enjoyed their hospitality, wish them every success in their new departure.

That there is, I believe, a goodly amount of talent latent and active, and it is to be hoped that a good sprinkling of Scotia's fair daughters will delight us with their 'lilting.'

That I hope you will pardon me if I have used the wrong expression here, but I fancy you will find it in the works of Robert Burns.

That one of the jokes arising out of the proposed Scotch Concert is that of introducing National *Tableaux Vivants* into the programme, but that no one can be found fit to represent Rob Roy or the Dugal Crater, though there are many aspirants.

That it would be a good thing if the Englishmen here were to organise and form a St. George's Society—on similar lines to those of the Scottish Society—and, under the emblem of the Rose, engage in friendly rivalry with their brethren 'frae North o' the Tweed.'

That it is rather too much for one section of the community to entertain all the other nationalities represented here year after year, and besides there are distressed 'Englishers' to relieve in Hongkong as well as hard-up Scotchmen.

That the two Societies would work well together, and might arrange to give some form of entertainment alternately on their respective Saint's days; and in time we might even have the Shamrock represented, to complete the national Trinity.

That the Press should take up the question of the sale and tenure of Crown lands, as there is but very slender hope of the matter being pressed forward in the Council.

That somehow, whether justly or unjustly, the inconsistency which has hitherto been the chief feature of Governmental action in connection with land, has generally been credited to our able Surveyor General.

That the circumstances of the sale of the old property of P. & O. Company should be fully inquired into by Government, and the result published, so as to quiet popular dissatisfaction.

That the general impression is that Mr Chater acted in the matter like the shrewd, clever man that he is; that Mr Price behaved like an innocent lamb, which he is not; and that the P. & O. Company acted incomprehensibly.

That the Marine Lot-holders' scheme will be a very good thing for the lot-holders, the Public Works Department, and the contractors; but that the lot-owners ought now to take steps to demonstrate how the project can be successfully carried through, in the public interests.

That the Reclamation scheme will then receive the hearty support of the general body of ratepayers.

That Mr Chater's exposition of the scheme, from his own point of view as a large lot-owner, was excellent, and he might now favour the public with his views from the stand-point of a representative of the J. P.s and the community, and a member of the Public Works Committee.

That what you call the terse report of the Committee on Interpretation may be pithy enough and contain many useful reminders, but that it tells us nothing we did not know before.

That on the principle of it being none the worse for a good story being twice told, the story of the Committee may have a good effect upon the new Governor.

That our interpretation is a fairly good instance of 'how not to do it'; and that the total lack of supervision and organisation in interpretation as well as in translation forms one of the weakest points of the administration of Justice in Hongkong.

That the man who speaks of the Po Leung Kuk detectives in the same breath as yamen-runners cannot know much about the subject on which he writes.

That the Chinese Aid Society has at the present moment no more than one detective, and that he is under security for his good conduct; but that, over and above this, the evidence produced by this detective in the recent case was so implicitly believed by the Jury that the chief prisoner was convicted.

That it would be unreasonable to expect every detective to be surrounded by a halo of saintliness, or to possess the face of a seraph.

That there are sounds or whisperings in the air of another Fete for the Alice Memorial Hospital, to be held perhaps on the third day of the Jubilee Celebration.

That, as no very brilliant hopes exist of a large surplus remaining after the Jubilee rejoicings are over, the idea of benefiting possibly *the* most deserving charity in this way is a very happy thought.

That the Fete will, I hear, be managed principally by those who are engaged on the Jubilee Committee, from which circumstance I conclude that that body prefer this Hospital to any other charitable institution here.

That even amid the many and never-ending calls upon one's pocket at the present time, the unquestionable character of the work now being done at this admirable institution must claim the encouragement of all classes.

That I am glad to see that a movement is likely to be made for the establishment of a Home for Eurasian girls.

That, failing this much hunted surplus which the Jubilee Committee are not at all likely to produce, the promoters of this proposed Home have not perhaps chosen the best time for submitting it to the notice of the public.

That the Chair-coolie is progressively on the rampage;—lately he mildly resisted being photographed, now he has kicked himself free and got both legs well over the traces; he flouts at regulations of all kinds and refuses to be trammelled by any laws 'human or divine;' he makes a favour of carrying you to the Peak, and does so only on his own terms, having apparently no trouble in clearing away all opposition and any hope of more moderate fares.

That it is a moot question whether all this is the result of united action on the part of the Guild, or is evolved from the innate depravity of each individual coolie.

That the cause of it is of little consequence to the public, but that the effect reveals a rapidly-growing evil which ought to be grappled with by the proper authorities.

That here, however, a difficulty comes in,—whether it is the business of the Police or of the Registrar General; but there is no doubt whatever that the coolies now have the ball at their foot, and can kick it well.

That the wild confusion which greets the visitors at the City Hall at the conclusion of a performance, when the 'carriages' block the way and ram each other in the most charming manner, has long been a grievance, over which one uses unparliamentary language at the time, but is apt to forget next morning.

That, at the same time, seeing that no difficulty should be experienced on the fine esplanade in front of the City Hall, the perfectly disinterested and unselfish remarks which 'Tam' makes on this subject in your morning contemporary strike me as charmingly refreshing.

That the noise of a rabble of chair-coolies outside the Hall on the occasions I speak of evidently grates on Tam's too sensitive ear—which is probably longer than that organ usually is,—and he coolly proposes, with a jaunty sort of indication about the suggestion of 'loving your neighbour as yourself,' that the noise and the rabble be both inflicted on the inhabitants of Beaconsfield Arcade.—'Ah Tam, ah Tam, you'll get your fairin,' etc. etc.

That if Reuter's aim is to undo history, he may be congratulated on his success;—for instance, did man ever receive worse treatment than the Sultan of Morocco has at his hand?—first he is killed with internal disorders, then the internal disorders are transferred to his country, and finally the worthy Sultan is resurrected; so I suppose we shall learn in course of time that neither the Sultan nor his country were ever internally moved.

That if the historian of the future ever has occasion to refer to any records of Reuter's messages that may survive, I do not envy him the muddle in which he will find himself.

That an English Fire Insurance Company influentially represented in Hongkong, whose report for 1886 is lately published, took £136,010 in foreign premiums and paid £135,644 in losses and expenditure, not including the general expenses of management; and that such a result does not seem to justify a course of action such as that recently inaugurated here.

That the Local Offices are directing such of their clients, whose business they don't want at the price, where to go to get cheap insurance, and are standing by with a smile to await events.

BROWNIE.

THE CHARGE AGAINST EX-PAY-MASTER MARKHAM.

PRISONER CONVICTED OF FORGERY.

The case of the Queen *versus* William Hogg Wolseley Markham, late Paymaster on H. M. S. *Espoir*, came before Mr A. J. Leach, Acting Puisne Judge, in the Supreme Court to-day, at an adjourned sitting of the monthly Criminal Sessions. The prisoner was charged with (1) feloniously forging a certain authority for the payment of $5,000, with intent to defraud; (2) feloniously uttering a certain forged authority for the payment of $5,000, with intent to defraud; and (3) feloniously obtaining from one Thomas Carroll Dempster, Paymaster in the Army Pay Department, certain securities for money, with intent to defraud.

Markham, who was not represented by Counsel, pleaded guilty to the charge.

His Lordship (to the prisoner)—Guilty on all the counts?

Prisoner—Yes, my Lord.

On being asked if he had anything to say before sentence was passed, prisoner said he wished to call some witnesses as to his character.

The Acting Attorney General said he had no objection to this.

Prisoner then called Inspector Matheson of the Hongkong Police.

Prisoner (to witness)—Will you please state your experience of my conduct during the journey from Chicago to Hongkong?

Inspector Matheson—Prisoner was handed over to me at Chicago, and from the time we left till we arrived in Hongkong he gave me no trouble whatever.

His Lordship—His behaviour has been uniformly good throughout?

Inspector Matheson—Very good, my Lord.

Lieutenant Adams, commander of H. M. S. *Espoir*, was next called.

Prisoner—How long have you known me in my official capacity as paymaster?

Lieut. Adams—Since I joined the ship, in March, 1885.

Prisoner—Will you please state what was my conduct as an officer previous to 12th January, 1886?

Lieut. Adams—Up to within a month of that date you were an efficient and correct paymaster.

Prisoner—Did your predecessor say anything to you about my conduct?

Lieut. Adams—He did; he told me you were a most efficient paymaster, and he gave you a very good certificate.

This concluded the evidence.

Prisoner (who was considerably affected, and appeared to feel his position keenly)—My Lord, I wish to make a few remarks. I wish to do full justice to Lieutenant Adams by stating as plainly as possible that, as far as my duties were concerned, he invariably carried out his instructions, and there is no blame in any justice could possibly be attached to him in this matter. I am sorry to say that all my official papers have been sent Home, and therefore I have no documentary evidence to bring in support of my previous conduct and character. However, the appointment which I held as paymaster on the ship was the second one of the same kind. Therefore I think my character must have stood very high at the Admiralty. I had otherwise seventeen years of good and honourable service, and always earned the very highest testimonials from the officers under whom I served. I went through the whole of the Egyptian war, and was in charge of the clerical department at Port Said during the last two months and a half, and got very high testimonials from the officers in command there. I would beg your Lordship to consider how terribly I am punished by the loss of my official position and my social position. I have already been upwards of three months in custody. At the time I committed this offence I was feeling myself getting deeply into difficulties and I did not know what I was doing. I must have been mad, I think; I did not know what I was doing at all. The remorse I have suffered since it is impossible to tell. I would earnestly beg your Lordship to remember my age, and give me a chance of beginning life again in a new country, while I am still young enough to hope that I may retrieve the character I have lost; and if I can at any future time, possibly reimburse the Government for the money I have robbed them of, I will do so.

His Lordship—Is that all you wish to say?

Prisoner—That is all, my Lord.

His Lordship—William Hogg Wolseley Markham, you stand before this Court guilty, on your own plea, of forgery. It is distressing for everybody here to see you in the position you now are in. It is my painful duty to pass the sentence of the Court upon you. Educated—as you have been—as a gentleman, brought up as a gentleman and, for the last seventeen years associating with officers of Her Majesty's navy, and occupying a high position of trust which you have betrayed, your feelings now must be of the acutest, and I trust your remorse is intense. For the transient pleasures of the day, of the hour, you have sacrificed your name, your reputation and your freedom. I will not harrow your feelings with further words; suffice it to say that I have perused with great care the depositions taken by the Magistrate, and in them I can find no extenuating circumstances. I have listened to what you had to say, and I am giving it every consideration. The most lenient sentence I can pass upon you is that you be imprisoned for five years, with hard labour.

The prisoner was then removed.

CRICKET.

The announcement that a 'pick-up' game would take place to-day drew together a sufficient number of members to make two sides of twelve each, the teams being captained by A. J. Leach and E. J. Coxon. The latter captain's team went first to bat, and succeeded by pretty steady play in running up the respectable total of 106, to which Coxon contributed 26, before being bowled by Leach, and Lieut Metcalfe 24. Double figures were also reached by F. H. O. Wilson, who had 16, and Lieut. Higginbotham who had 15. Leach's team were somewhat late in going to bat, and before the innings could be finished the light gave out. They finished with a total of 53 and two wickets to fall. To this total E. Maitland contributed 23, and A. de C. Scanlan 14. F. H. O. Wilson bowled very well for Coxon's team and A. J. Leach and E. O. Smith for the other side.

THE VICTORIA RECREATION CLUB.

THE FORTHCOMING REGATTA.

The following resolutions passed at a Committee Meeting held on the 20th inst. are published for general information:—

The Committee, having unanimously resolved that the arrangements made in former years should be modified in order to allow as many members as practicable to row in the regatta, decide:—

That the four-oared races shall be divided into two classes, *Senior* and *Junior Fours*, the former to be open to such members as are picked for the 'Chairman's Cup,' the latter to be open to all the other members of the Club, who desire to row.

2.—That the *Senior Fours* shall be the following races.

'The Chairman's Cup.'
'The American Cup.'
'The German Cup.'

That the *Junior Fours* shall be

'The Members' Cup.'
'The Belilios Cup.'
'The Jubilee Cup.'

3.—That the following races shall be open to all Members of the Club.

'The Ladies' Purse.'
'The Garrison Cup.' } for four-oars.
'The International.'
'The Pair Oars.'
'The Double Sculling Race.'
'The Senior Sculls.'
'The Junior Sculls.'

4.—That the six 'Shanghai Fours' shall be used for the *Senior Fours* and the 'Open Fours' and the four 'Canton Fours' for the *Junior Fours*.

5.—That three boats shall start or there shall be no race.

6.—That the crews for the 'Chairman's Cup' shall be picked first, and that crews shall be afterwards chosen for the 'Members' Cup,' the latter to consist of such members as have not been picked for the 'Chairman's Cup.'

7.—That crews for the 'Chairman's Cup' shall be picked on Saturday, the 29th Oct., and for the 'Members' Cup' as soon after as practicable.

8.—That during the first four weeks of the training four nights each week shall be set apart for the 'Chairman's and Members' Cups' and two nights for the 'International' and 'Open Races, the 'International' to have the preference.

9.—That after the first month the crews for *Senior* and *Junior* and *Four-oars* races shall be chosen.

1.—That in the event of any member of a crew chosen for the *Senior Fours* not being able to row, the Stroke of that crew, on satisfying the Committee that the member of his crew in question is unavoidably prevented from continuing to train, may procure a substitute either from the crews of the *Junior Fours* or from the other members of the Club.

11.—That these resolutions shall be considered final unless the Committee are satisfied that by acting in accordance with them, they are not carrying out the wishes of the majority of those members who are interested in the regatta.

J. H. Stewart Lockhart,
Hon. Secretary.

22nd October 1887.

CORRESPONDENCE.

INTERPRETATION IN THE SUPREME COURT.

To the Editor of the 'China Mail.'

Hongkong, Oct. 22.

Sir,—You refer in your editorial of yesterday to my "growl" in the Supreme Court on Thursday about the interpretation, and you say that it was probably not intended to have any weight outside the jury and was merely a trick of fence on behalf of my client. I am sorry to say that it was not. It was a serious complaint, not caused merely by the misunderstanding of the moment, whether that was on my side or Mr Ball's, but a complaint that I have been on the point of making often before. I fully agree with the Report of the Commission and with your own opinion as to Mr Ball's capabilities. He is a gentleman of education, highly intelligent, fully capable of following an examination or cross-examination on any subject. His command of the Cantonese is, as you say, perfect. His command of his own language is also perfect, and his power of rendering from the one into the other, clearly, tersely and accurately, is undoubted. As for the perfect honesty of his interpretation that is absolutely beyond doubt. I would not even refer to it, but that you have done so. My complaint is that Mr Ball feels the work of interpreting, day after day, hour after hour, in the Courts to be monotonous, wearisome, tedious, as undoubtedly it is. Nothing can be more wearisome to one not actually interested in the result of a case than most cross-examinations. Fifty questions are asked which are simply feelers, leading up to one or two that are or may be important. Mr Ball has ceased to take any interest other than a philological interest in his work. He does it, or the greater part of it, mechanically, purely mechanically. The sound of the question and answer passes in at the ear, the interpretation comes out of the mouth as out of a machine, correctly as a rule, but not always. No impression, or but the very faintest, remains on the brain. If Mr Ball is asked to repeat an answer he has just given, he seldom is able to do it. He wants the question repeated and he puts it again to the witness. Mr Ball nearly always has some book or paper or subject of study with him in Court, to which he gives his attention in the intervals of work—a very laudable thing in itself, but bad when the mind continues working on the same subject when it ought to be given exclusively to the case before the Court. I habitually sit opposite Mr Ball. I am on my legs when examining or cross examining witnesses. I see all Mr Ball does and I am following him closely. I am certain that nine times out of ten his mind is not in the case, his intelligence is not working, his interpretation is purely mechanical; and now and then he has to be, as it were, stirred up and his attention aroused. I believe he is thinking of his Cantonese Grammar or of his Chinese studies or of some cognate subject. Now an interpreter in a case in Court ought, in my humble opinion, to give his whole attention to the matter in hand. He cannot do justice to counsel or witness if he does not do so. Question follows question in a long and connected chain, and unless the interpreter is attending to that connection he cannot always gather the full meaning of each question, or give full effect to the answer. An interpreter too may sometimes be called upon later on to give evidence, say in a perjury case, as to what has been said by a witness in a previous case. Twice I have been consulted by solicitors about prosecutions for perjury, and when I have enquired if Mr Ball could give evidence, the answer was 'No, he remembers nothing.' Now you have the substance of my growl. I have much business in the Courts. I have every opportunity of noting Mr Ball's work and his way of doing it. I honestly am of opinion that he does not give to his work at all times that intelligent attention it really needs; and that, good as his interpretation is, it would be much better if, when in Court, he gave his mind exclusively to the work of the Court.

May I add a few words on the subject of interpreters generally. I agree in the main with the report of the Commission. I doubt the advisability of the Judges and Magistrates knowing Chinese, *provided* there is a proper staff of interpreters. I am of opinion that you will never have a decent staff of interpreters if they are eligible for promotion. Every good man will be picked up for some other billet acting or permanent. Interpreters should always remain interpreters, and get in lieu of promotion regular augmentations of salary. At the less they ought to be bound for ten years and excluded from every appointment, acting or otherwise, during that period.

Yours faithfully,

JNO. J. FRANCIS.

LAND SALES.

To the Editor of the 'China Mail.'

Hongkong, Oct. 22, 1887.

Sir,—The following extracts from the recent Blue Book in the Hongkong Land Commission may be read with interest in connection with certain private sales of land by Government:—

H. M's instructions dated April 5th 1843, page 14:—'And it is our further will and pleasure that no lands shall be sold or let except at public auction; and that at every such auction, the lands to be then sold or let, be put up at a reserved, or minimum price equal to the fair reasonable price and value or annual rent thereof.'

On page 28, the following somewhat significant remarks are made:—

'The Crown in dealing with Crown Lands is not like some private persons, selfishly seeking to drive a hard bargain at the expense of an individual, but to dispose of its lands in the best interests of the whole community.'

Comment is unnecessary.—Yours,

CONSISTENCY.

A UNIVERSITY EDUCATION.

To the Editor of the 'China Mail.'

Hongkong, Oct. 22, 1887.

Sir,—The *Daily Press* devotes a leading article to show that, unless a gentleman has passed through a University or Public School, he cannot be fitted for the higher appointments in the Hongkong Government Service. In another column the same paper states that Lord Beaconsfield never enjoyed either of the above advantages, such being the case it is self evident that Lord Beaconsfield would not have been qualified to adorn any high office in this Colony.—Yours,

SHADE OF DISRAELI.

Amoy.

(*From our Correspondent.*)

Amoy, 18th October 1887.

Since writing my last, the Manila men who stabbed the four Europeans at Amoy on the 2nd instant have been tried at the Spanish Consulate General. After a patient hearing extending over some days, two of them were found guilty and were sent to Manila last Saturday by the S. S. *Visayas* to be sentenced by the Supreme Court. The man who was stabbed in the throat is improving slowly, but is not out of danger yet; the other three men have left in their respective vessels.

From what I can learn from the evidence it appears that a German boy belonging to the German barque *Elisabeth*, was in a Japanese brothel where the Manila men were, and called one of them a black monkey. The Manila men immediately chased the boy, who ran into the street where there were five Europeans standing, and ran to them for protection. One of the Manila men asked, 'Who called me a black monkey?' The Europeans said none of them had done so, but, before they knew what had happened, four of them were stabbed. The boy who was the cause of all the trouble got off scot free.

H. M. S. *Cordelia* arrived from Shanghai on the 9th and left for Hongkong on the 13th.

The Chinese Telegraph Company issued a circular on the 11th, stating that the telegraph line had been laid from Foochow to Taipek, Formosa, and that the tariff was 57 cents per word, but no message would be sent under seven words. Yesterday they sent another circular round, stating that the tariff had been reduced to 39 cents per word, but no message was to be less than 7 words, or the rate for 7 words would be charged for a less number sent.

H. M. S. *Heroine* arrived from Keelung on Sunday 13th: I believe she leaves for Hongkong on Friday.

The Telegraph steamer *Fee Chew* arrived from the Pescadores on Sunday and left for Shanghai next day.

CANTON INSURANCE OFFICE LIMITED.

The following is the Report for presentation to the shareholders of this Company at the sixth ordinary general meeting, to be held at the offices of the general agents, on Saturday, Oct. 29th, 1887, at noon:—

The General Agents and Consulting Committee have now the pleasure of laying before the Shareholders the final accounts for the year 1886, and an open Statement of the present year's working to 30th ultimo.

The profit on the Working Account of 1886, after providing for all outstanding claims, is $277,772.84, out of which the sum of $198,618.27 has already been paid for Dividend of 10 % to Shareholders, and Bonus of 20 % to contributors of premia. The balance of $79,154.57 it has been decided to dispose of by adding to the Reserve Fund the sum of $42,000, thereby increasing it to $230,000, and paying a further bonus to contributors of 5 %, making the total return for the year 25 %. It is hoped that this course will meet with the general approval of the Shareholders.

The estimated profit on the Working Account of the present year, after making allowance for all known losses, claims, commissions and charges is $429,867.96.

Consulting Committee.—Under Section 15 of the Articles of Association, 5 Members have to be appointed to serve with the Chairman on the Consulting Committee during the ensuing financial year, and the present Members, Messrs. Ryrie, Dalrymple, Buttomley, Sassoon and Darby being eligible offer themselves for re-election accordingly.

Auditors.—Mr. A. Coxon is at present absent from the Colony, but the General Agents and Consulting Committee have much pleasure in recommending that he and the Honourable A. P. McEwen be re-elected Auditors of the Company. Owing to the former gentleman's absence the accounts now presented have been audited by Mr. E. J. Coxon in conjunction with Mr. McEwen.

Jardine, Matheson & Co.,
General Agents,
Canton Insurance Office Limited.

Hongkong, 21st October, 1887.

Statement of Account for the Year Ending 31st December, 1886.

Liabilities.

Capital Subscribed,		$2,500,000.00
Amount paid-up,		$500,000.00
Outstanding Dividends,		9,495.00
Bonus on Contributions not yet collected,		805.51
Reserve Fund,		188,000.00
Balance of Working Account,	$277,772.84	
Less Dividend of 10 per cent. paid to Shareholders and Bonus of 20 per cent. to Contributors of Premia,	198,618.27	
		79,154.57
		$770,535.08

Assets.

Cash, on Current Account, Hongkong and Shanghai Banking Corporation,	$ 12,629.43
Fixed Deposits:—	
Hongkong & Shanghai Banking Corporation,	195,000.00
Chartered Bank of India, Australia & China,	75,000.00
Chartered Mercantile Bank of India, London & China,	60,000.00
Mortgages,	97,450.00
Indian Government Stock, (4 per cent. Loan, 1865),	113,163.44
Indian Government Stock, (4 per cent. Loan, 1842-43),	43,767.12
Chinese Imperial Government Loan, 1884,	100,000.00
Interest accrued but not yet payable,	18,520.10
	$770,535.08

Working Account.

To Net Premia received less Returns and Re-Insurances,		$781,375.12
" Interest,		57,462.10
" Exchange,		7,607.01
" Transfer Fees,		417.00
		$849,560.23
By Losses and Claims under Policies,	$455,745.67	
" Charges, including Survey Fees, Agents' Expenses, &c.,	97,272.26	
" Commissions,	85,180.01	
" Balance as above,	277,772.84	
		$849,560.23

We have compared the above Statements with the Books, Vouchers and Securities and found the same quite correct.

A. P. McEwen,
Ernest J. Coxon, } *Auditors.*

Estimate of Working Account to the 30th September, 1887.

Dr.		
To Premium Account,		$708,500.00
" Interest Account,		5,792.10
" Exchange Account,		944.00
" Transfer Fees Account,		60.00
		$715,296.10
Cr.		
By Losses Account,		$181,461.34
" Re-Insurance Account,		80,205.21
" Charges Account,		95,773.21
" Commission Account,		83,719.30
" Estimated Balance at Credit,		264,137.04
		$715,296.10

E. & O. E.

Hongkong, October 21st, 1887.

Jardine, Matheson & Co.,
General Managers,
Canton Insurance Office, Limited.

SPORT AT FOOCHOW.

In sporting circles the great event of the week has been the arrival of the subscription griffins, eleven in number. On the *Fuyew* being reported yesterday morning, (14th inst.) sports began asking one another, when all the mokes be landed, and wandered round with expectant looks. Those who visited the *Moyang* at the Anchorage came back with the report that they had passed the griffins in the river, and that they saw a row of eleven lovely heads and tails. Well now that the griffins are landed, we must say that the connecting parts between the heads and tails are quite up to the promise. We have never seen landed here such a nice looking lot of ponies, nor in such splendid order, hardly a scratch on any of them, and not even an approach to a lame duck among them.

The C. C. had an express out at an early hour this morning (15th inst.) saying that the griffins would be landed when the tide suited, and that the drawing would take place immediately after, (probably about 11 o'clock). At about a quarter of an hour before the time named, the ponies were all safely ashore and pitched in a row to the trees in the E wo compound, and the centre of attention and criticism from numerous sports assembled, all cloaked with their most knowing airs.

A number having been fixed to each pony, and corresponding numbers and the names of subscribers having been put into two separate hats, and subscribers quickly knew their fate.

A mulish Dun fell to Dr Gardener. A powerful cream, a dark chesnut, very strong, and a grey big barrelled, fell to Mr C. Aitch. A racing looking grey was Major Bagstock's draw. A stout grey Pony now belongs to Mr Wood. A cobby grey fell to Mr Hunter. A speckled grey is now Mr Ellerton's property. A white, very racy, fell to Mr Belmore's lot. A grey, rather light and tucked, was drawn by Mr Siemssen. A lanky grey, fell to Mr Man Hing.

Of the lot Mr Belmore's is the most racing looking, but Mr Ellerton's was the most generally admired.

We congratulate the subscribers and the Race Club generally on the prospect of good sport being afforded by these ponies, and we think a word of commendation is due to the selector and shipper in the North.

Quotations

Hongkong, October 22.

OPIUM—New Patna, cash,	495
" Old " cash,	—
" New Benares, cash,	485
" Old " cash,	—
" New Malwa, cash,	520
" Allowance, Taels,	24/32
" Old Malwa, cash,	540/60
" Allowance, Taels,	32/48
" Persian, Oily, cash	550
" Allowance, Taels,	None
" Persian, Paper tied	710
" Allowance, Taels,	None

Exchange.

Hongkong, October 22.

On London—	
Bank, Wire,	3/1⅞
" On demand,	3/2
" 30 days' sight,	3/2⅛
" 4 months' sight,	3/2⅜
Credits, 4 "	3/2⅜
Documentary, 4 months' sight,	3/2⅜
On Paris—	
On demand,	4.00
Credits, 4 months' sight,	4.09
On New York—	
On demand,	77
Credits, 60 days' sight,	78½
On Bombay—	
Wire,	224½
On demand,	225
On Calcutta—	
Wire,	224½
On demand,	225
On Shanghai—	
On demand,	72½
30 days' sight,	73½
Gold Leaf, 100 fine,	32.15
Sovereigns,	$6.22

Temperature

(*Taken at Messrs Falconer & Co.'s Premises, Queen's Road.*)

Barometer—	9 A.M.	30.07
Do.	1 P.M.	30.00
Do.	4 P.M.	—
Thermometer—	9 A.M.	78
Do.	1 P.M.	80
Do.	4 P.M.	—
Do. (Wet bulb)	9 A.M.	67
Do. Do.	1 P.M.	67
Do. Do.	4 P.M.	—
Do. Maximum		81
Do. Minimum over night		75

METEOROLOGICAL REGISTER.

AT 4 P.M. TO-DAY.

Barometer	29.93
Temperature	80
Humidity	37
Direction of Wind	N
Force	2
Weather	b

Hongkong Observatory, Oct. 22, 1887.

CHINA COAST METEOROLOGICAL REGISTER.

October 21.—at 4 P.M.

Station.	Barometer reduced to 32° Fahr. and Sea Level.	Temperature.	Humidity.	Wind. Direction.	Wind. Force.	Weather.	Rainfall during previous 24 hrs.
Wladstock	30.02	54	—	SE	3	o	—
Nagasaki	30.07	—	—	—	0	—	0.25
Shanghai	30.07	71	80	—	0	c	—
Amoy	29.91	83	67	NE	2	c	—
Hongkong	29.91	82	42	N	3	b	—
Haiphong	30.05	66	54	WNW	1	—	—
Bolinao	29.82	84	—	W	2	b	—
Manila	29.80	87	70	SW	2	b	—

October 22.—at 10 A.M.

Station.	Barometer reduced to 32° Fahr. and Sea Level.	Temperature.	Humidity.	Wind. Direction.	Wind. Force.	Weather.	Rainfall during previous 24 hrs.
Wladstock	29.76	56	99	SE	5	o	0.04
Nagasaki	29.80	—	—	—	0	—	—
Shanghai	30.06	65	84	NW	3	c	—
Amoy	—	—	—	—	—	—	—
Hongkong	30.03	73	39	NNE	4	b	—
Haiphong	30.17	80	69	N	1	—	—
Bolinao	29.89	82	—	SE	1	b	—
Manila	29.89	85	70	SW	1	b	—

The barometer has fallen a little along the E coast of China and gradients continue moderate for N.E. winds. The weather is fine and dry. The temperature is rather high.

W. Doberck,
Government Astronomer.

Hongkong Observatory, October 22.

1. Barometer, reduced to 32 degrees Fahrenheit, and to the level of the sea in inches, tenths and hundredths.
2. Temperature, in the shade in degrees Fahrenheit.
3. Humidity, in percentage of saturation, the humidity of air saturated with moisture being 100.
4. Direction of Wind, in two parts.
5. Force of Wind, in Forces of Beaufort Scale.
6. State of Weather, b blue sky, c detached clouds, d drizzling rain, f fog, o gloomy, h hail, l lightening, p showers, q squally, r rain, s snow, t thunder, v visibility, w dew (wet).
7. Rain, in inches, tenths and hundredths.

MY MOTHER IN LAW.

(From *Truth's* prize poems.)

Who, when the marriage knot was tied,
Sat down my modest hearth beside—
My household ruled, my temper tried?
My Mother-in-law!

Who flesh and blood for gold did 'swop,'
And 'egged me on,' and made me 'pop
The question' at that fatal 'hop'?
My Mother-in-law?

Who makes the servants notice give,
And, when she at my house will live,
Drives me from home a fugitive?
My Mother-in-law!

Who at the meals turns up her nose,
Who loves My projects to oppose,
And very nasty hints outthrows?
My Mother-in-law!

Who, cuckoo-like, invades the nest
Till happiness is dispossest,
And then remains a tiresome guest?
My Mother-in-law!

A CONTUMACIOUS SUBJECT.

Upon his throne the mighty king—
His gallant courtiers kneeling round—
Impatient, tapped his signet ring
And said some new diverting thing
For his amusement must be found.

Then spoke an old and trusty knight:
'May I my king's indulgence crave,
To bring within the royal sight
A subject who denies the right
Of any king to call him slave?'

'How now?' the angry monarch said,
'Who dare deny our sovereign power?
Go, fetch him here, alive or dead;
The fool shall bow or lose his head
Within the passing of the hour.'

The knight retired with solemn stride,
Then came a page, all sleek and trim,
To say the queen would sit beside
Her lord, and see this traitor tried
If he, the king, indulged the whim.

The queen came in and took her place;
The baby boy upon her breast,
Unheedful of the treason case,
Looked bravely up the monarch's face
And snatched away his jeweled crest.

He crushed the king's symbolic rose,
Upset the sceptre with a crash;
He even tweaked the monarch's nose
And kicked him with his tiny toes,
The while he pulled his fierce mustache.

All others at the king's behest
Their serfdom hastened to declare;
The babe alone, with freedom blest,
Defied the king who ruled the rest—
Most potent, he the weakest there.

—*Wills B. Hawkins, in the Chicago News.*

DR. HOLMES' CONSTITUTIONAL CENTENNIAL SONG.

HAIL, COLUMBIA.

What follows was sent to the Philadelphia *Ledger* as the text of the new version of 'Hail Columbia,' written by Oliver Wendell Holmes, sung by the school chorus during the commemoration ceremonies at the Constitutional Centennial celebration which closes to day (17th September):—

1798.

Hail Columbia! Happy land!
Home of heroes—heaven-born band,
Who fought and bled in Freedom's cause,
Who fought and bled in Freedom's cause,
And when the storm of war was gone
Enjoyed the peace their valor won!
Let independence be our boast,
Ever mindful what it cost;
Ever grateful for the prize,
Let its altar reach the skies.

Firm, united, let us be,
Rallying round our Liberty.
As a band of brothers joined,
Peace and safety we shall find.

* * * * * * *

1887.

Look our ransomed shores around,
Peace and safety we have found!
Welcome, friends, who once were foes!
Welcome, friends, who once were foes!
To all the conquering years have gained
A nation's rights, a race unchained!
Children of the day new-born,
Mindful of its glorious morn,
Let the pledge our fathers signed
Heart to heart forever bind!

While the stars of heaven shall burn,
While the ocean tides return,
Ever may the circling sun
Find the Many still are One!

Graven deep with edge of steel,
Crowned with Victory's crimson seal,
All the world their names shall read!
All the world their names shall read!
Enrolled with his hosts that led,
Whose blood for us—for all—was shed.
Pay your sires their children's debt,
Love and honor—nor forget
Only Union's golden key
Guards the Ark of Liberty!

While the stars of heaven shall burn,
While the ocean tides return,
Ever may the circling sun
Find the Many still are One!

Hail, Columbia, strong and free,
Firm enthroned from sea to sea!
Thy march triumphant still pursue!
Thy march triumphant still pursue!
With peaceful stride from zone to zone,
And make the Western land thine own!
Blest is the Union's holy ties,
Let our grateful song arise—
Every voice its tribute lend—
In the loving chorus blend!

While the stars in heaven shall burn,
While the ocean tides return,
Ever shall the circling sun
Find the Many still are One!

Beverly Farms, Miss, August 24, 1887.

NATIONAL CHARACTERISTICS OF LOVE.

The French are too clever a nation to leave to individual effort the difficult task of curing the mind of such an obstinate thing as love. All the papas and mammas in the land have put their heads together and devised two methods of killing love wholesale, compared with which all remedies are mere flybites. These two methods are chaperonage and parental choice, as opposed to courtship and individual sexual selection.

A Southerner's passions are momentarily inflamed, and the Italian Cupid needs but a moment to fix his choice. And what distinguishes Italy still more favorably from France is that, whereas the French consider love ridiculous, and have made the most ingenious contrivances for annihilating it, the Italians worship it, revel in it, and are inclined rather to make too many concessions to it than to ignore it. The result is potent to all eyes. For every attractive French woman there are to-day a hundred beautiful Italians. And were Anglo-American methods of courtship introduced into Italy, beauty would again be doubled in amount.

England has many a bright jewel in the crown of her achievements in behalf of civilization, but the brightest of all is this, that she was the first country in the world—ancient, mediæval or modern—that removed the bars from woman's prison windows, opened every door to Cupid, and made him thoroughly welcome and comfortable. And grateful Cupid has retaliated by setting up English manners and customs as a model which all other nations are slowly but surely copying. Eighteen million souls in the United States, or almost two persons in every five, are not of English origin; yet of these there are not one million who have not given up their old-country method of courtship as antiquated and adopted the Anglo-American style. The Germans in America make love not after the German, but after the English fashion. So do the French, though somewhat more reluctantly and tardily. In San Francisco and Chicago it is said that but one name in ten is of English origin; yet who ever heard of a San Franciscan or Chicagoan making love in foreign style?

One more characteristic of American love remains yet to be noted—the most unique of all. American women are of all women in the world the most self-conscious, and have the keenest sense of humor. To these quick-witted dams is the sentimental sublimities of a morose hyperbole, which may touch the heart of a native German or Italian girl are apt to appear dangerously near the ludicrous; hence an American lover, if he is clever enough, deliberately covers the step which separates the sublime from the ridiculous. He gilds the gold of his compliments by using the form of playful exaggeration, which is the more easy to him because exaggeration is a national form of American humor. Mr Howells' heroes often make love in this fashion. The lover in the 'Lady of Aroostook' spices his flatteries with open burlesque, and succeeds admirably with his new *ars amoris*, and Coyille in 'Indian Summer' says to Imogene: 'Come, I'll go, of course, Imogene. A fancy ball to please you is a very different thing from a fancy ball in the abstract.'

'Oh, what nice things you say! Do you know I always admired your compliments? I think they're the most charming compliments in the world.'

'I don't thing they're half as pretty as yours, but they're more sincere.'

'No honestly. They flatter, and at the same time they make fun of the flattery a little; they make a person feel that you like them even while you laugh at them.'

It must be admitted that the Germans have one ingredient of romantic love which all nations must envy them. They have one more thrill in the drama of love, in the ascending scale of familiarities, than we have—namely the word *du*, which is something very different from the stilted *thou*, because still a part of everyday language. The second person singular is used in Germany toward pet animals and children, between students intimate friends, relatives, and lovers. French 'lovers' do not say *tu* to each other till after marriage, and even then they do not use it in public. But the German lover has the privilege, as soon as he is engaged, of exchanging the formal *sie* for the affectionate *du*, and the first *du* that comes from her lips can hardly be less sweet than the first kiss.

'There is a game of cards popular among young folks in Germany, during which you have to address every one with *du* whom you otherwise would have to call *sie* and vice versa; cards have to be called spoons, white, black, etc. If there is a young man in the company secretly in love with a young lady, you can always 'spot' him by the eagerness he shows to speak to her, and the fact that he always gets the *du* right and everything else wrong, while she, strange to strange to say, appears to have never heard of such a thing at all as a personal pronoun.

BILL NYE GOES FISHING.

Fish may be divided into two great classes—namely, fresh-water fish and salt-water fish. Fresh-water fish are caught in fresh water, and salt-water fish are taken in salt water. It is from this that each derives his or her name, as the case may be. Up to about the middle of May the codfish is liable to bite if imposed upon. He then ceases to do so until July, when he again resumes. The cod, when taken from the water, is not ready for market, as I had supposed, but is in a very different condition from that in which we find him at the inland grocery-stores.

Shortly after the cod is caught, plain men from the common walks of life remove his works, after which he is salted and pressed in a large book like an autumn leaf. After this he enters the home life of the American citizen and fills the air full of redolence.

I went out fishing the other day with a party of ladies and gentlemen on board the steamer Bay Ridge. Between 2000 and 3000 sea-bass were taken in a few hours off Jersey coast, though, strictly speaking, the bass were not taken off the coast, but out of the wet.

I did not catch any bass, but I did catch something or other out of the bottom of the sea that the captain said he would call a fish if it would make me feel any better.

About 11 o'clock a.m., as we were standing off Sandy Hook and the purveyor of beer on the main deck, while in 'steenth latitude and not far from the First National Cholera Banks, I had a bite. With rare foresight I had not only wrapped the cold and pulseless features of the clam about my hook in a seductive manner, but I had given it a dash of red pepper and a squirt of lemon juice, for fish are not utterly without those finer feelings which come to all of us, and I didn't know but I could catch a mermaid. Nothing would have pleased me more than coming back home with a young and blithesome mermaid hanging by a willow stringer over my shoulder.

But it was something else that I got. I called the attention of everyone to the fact that I had a bite. That heightened the effect when I pulled to the surface of the water a speckled, warty, red-eyed feverish fancy. It was the kind of curiosity anybody can catch without going out of the harbour if he will use the right kind of whisky. Most everybody seemed pleased when I pulled the nightmare out of the water. It is singular how little it takes to amuse some people.

I was encored, but I could only bow my thanks to the admiring audience, who threw clams to me and seemed real pleased. Everybody else seemed to enjoy it better than I did. That was because everybody else didn't have to reach down among the bronchial tubes of that marine toad and get the book out.

At first I put my foot on him and tried to secure the hook, but he felt so queer under my foot, and made such a disagreeable noise when I stood on him, that I left the hook hanging in the roof of his mouth and bought another one.

I did not fish much more, though. Once I tried to catch something by baiting my hook with the eye of a Wall-street man, who was fishing just below me, but I did not succeed. Then, as the ship began to roll, I went inside, where I could be alone.

* * * * * * *

I was alone about an hour, communing with myself and bringing up things that I had forgotten. But I will not write out a description of what was so closely identified with myself, yet of so little interest to the world at large. Every man has concealed within himself much that he does not show to his fellowman, but I sometimes think that a little trip on the bosom of the billowy sea can do a great deal toward breaking up our haughty reserve, and really drawing us out of ourselves.

I had thought some of going abroad next year for the purpose of meeting a few foreign powers that cannot get away very well to come and see me; but I have decided now that, if I go at all, it will be early in the spring, before navigation opens.

MARY ANDERSON'S GHOST STORY.

HER STRANGE EXPERIENCE WHILE A GUEST OF LORD LYTTON.

(*Cor. Philadelphia Telegram.*)

One of the best authenticated of modern ghost stories that I have ever heard was told me lately by an English lady, who had it from the lips of the heroine of the adventure, the fair and famous American actress, Mary Anderson. At one time during a former visit to England Miss Anderson was invited to pay a visit to Lord and Lady Lytton (the former best known as Owen Meredith), who were then at the ancestral seat of the Bulwers, the well-known manor of Knebworth. The fair actress was a great favorite with the host and hostess, and had more than once before been their guest at their historical country home, a certain apartment there called the White-and-Gold-room having been placed at her disposal. On her arrival on this last occasion another apartment was allotted to her, her usual quarters having been taken by an earlier comer. Her new room was equally spacious and handsome, though somewhat gloomy on account of the massive antique furniture, while a large picture of Queen Elizabeth, evidently a contemporary likeness, hung upon the walls, and its faded hues and imperious aspect lent an impression of weird mystery to the surroundings. But these ideas only occurred to Miss Anderson after the incident I am about to relate. She found her room on first entering it very pleasant, and every arrangement had been made for her comfort, her maid having been installed in a small room just beside her own and communicating with it by a door.

Miss Anderson arrived in the afternoon. Dinner was served at 8 o'clock, and the evening passed off in a very agreeable manner. No ghost stories were told, the conversation taking an animated and merry tone, and the party did not separate until nearly 1 o'clock. "So you see," remarked Miss Anderson, parenthetically, when she first narrated the history, "it is not at all likely that I could have been suffering from indigestion." She retired to rest, the door between her bedroom and that of her maid being wide open, and that leading to the corridor having been securely bolted. No sooner had Miss Anderson blown out the light and laid her head on the pillow than she became conscious of a singular and unpleasant change in the atmosphere of the room, which became at once intensely cold and damp and overwhelmingly oppressive, so as to be scarcely respirable. "I could compare it," she afterward said, "to nothing except a blanket saturated with ice water, and pressing upon my mouth and nostrils so as almost to stop my breath." She tried to cry out, but strength and power of speech seemed to have alike forsaken her. Then she became aware of something clutching at the bedclothes; a strong grasp fastened at intervals on the coverlets and blankets she had drawn over her. In the extremity of her alarm she contrived, by putting forth all her strength, to raise herself in a sitting posture, supported by her hands, and she was instantly dashed back against the headboard of her bed by a fierce grasp fastened upon her neck and shoulders. During this mute and terrible struggle Miss Anderson could see a light in the maid's room flashing up and going out, this process being repeated several times. She tried in vain to reach her own matchbox, which was placed beside her bed; but failing in that attempt she finally broke loose from the hold of her invisible persecutor and sprang from the bed, uttering a piercing shriek. Her maid rushed into the room, exclaiming in terror. 'Oh, Miss Mary, did you see it?' 'See what?' asked Miss Anderson in renewed alarm. 'Something—I cannot tell what—that caught me by the throat and tried to choke me as soon as I got into bed.' On comparing their experiences the mistress and the maid found that they had suffered in precisely the same manner, but the latter had contrived to get hold of the matchbox. 'But every time that I struck a match, Miss Mary,' added the frightened girl, 'something would blow it out.' The two terrified girls lighted their lamps and sat down together on Miss Anderson's bed, wrapped in blankets, to await the dawn of day, having first investigated the fastenings of the outer doors of their rooms, and having found them secure and in good order.

As soon as it was light they dressed themselves and went down stairs, exciting a great deal of attention and comment on the part of the early risers among the servants by their extreme paleness and evident agitation. Finally the housekeeper came to ask Miss Anderson if anything was the matter, and the first exclamation of that functionary on hearing her story was: 'What!—again?' This remark she tried to explain away, assuring Miss Anderson that she must have been suffering from nightmare though she failed to account for the fact that this dreadful form of nightmare had attacked both the mistress and the maid at the same moment.

French woman (at Long Branch)—Oh, we hat sooch a fine time bathing in de otceau. M'sieur Brown, he gif me—vot you calls 'em—a gosling. American woman—A gosling! Why, a gosling is a little duck. French woman—Zat is vat he gif me—a leetle duck.

BYWATER, TANQUERAY & Co. (late Bywater, Perry & Co.) are agents for Residents abroad, Missionaries, Chaplains, &c., in every part of the world. Goods and Outfits supplied at Wholesale prices. Shipping and passages arranged. Banking in all its branches. Full descriptive Catalogue post free. Offices:—79, Queen Victoria Street, London. 20,000 References.

NAMES OF VILLAGES &c., IN OR NEAR HONGKONG.

(*Corrected Spelling.*)

A-kung Ngam.
Ap-li Chau.
Cheung-shan Hom.
Chung Hom.
Chung Wan.
Fo-pang.
Ha-wan.
Heung-kong Tsai (Aberdeen).
Hok-tsui.
Hok-tsui Wan.
Hok-ün.
Hok-ün Kok.
Hung-heung Lo.
Hung-hom.
Kai-lung Wan.
Ka-sz Wan.
Kau-ung.
Kau-pui Shek.
Kung Chung.
Kung Kok.
Lap-sap Wan.
Liau Mun.
Ma-tau Chung.
Ma-tau Kok.
Ma-tau Tsün.
Ma-tau Wai.
Ma-ti.
Mong-kok.
Ngan Ping.
Ngong-shün Chau.
Pak-shui Wan.
Pok-fu Lam.
Sai-wan Tsai.
Sai Ying-pun.
San Tsün.
Shai-wan.
Shai-tsai Po.
Sham-shui Po.
Shau-ki Wan.
Shek-o.
Shek Tong.
Shek-tong Tsui.
Sheung Wan.
Shui-tsing Wan.
So-kon Po.
Tai-kok Tsui.
Tai-long Ha.
Tai-lung Kung.
Tai-pang Mi.
Tai-ping Shan.
Tai-shek Kok.
Tai-tam.
Tai-tam Tuk.
Tai-wan.
Tai-wong Kung.
Tang-lung Chau.
Tsat Tsz-mui.
Tsim-sha Tsui.
Tso-pai Tsai.
To-kwa Wan.
To-ti Wan.
Tung-wa (Hospital).
Tung-lo Wan.
Un Chau.
Wan-tsai.
Wong-kok Tsün.
Wong-ma Kok.
Wong-nai Chung.
Yau-ma Ti.

N.B.—Documents should not be dated *Year of Kwong-sü*, which is the style of H. M. the Emperor of China, and is of course inapplicable in a British Colony.

Mails.

STEAM FOR
SINGAPORE, PENANG, COLOMBO,
ADEN, SUEZ, PORT SAID,
MALTA, MARSEILLES, GIBRALTAR,
BRINDISI, ANCONA, VENICE,
TRIESTE, PLYMOUTH,
AND LONDON;
ALSO,
BOMBAY, MADRAS, CALCUTTA, AND
AUSTRALIA.

N.B.—Cargo can be taken on through Bills of Lading for BATAVIA, PERSIAN GULF PORTS, MARSEILLES, TRIESTE, HAMBURG, NEW YORK AND BOSTON.

SPECIE ONLY LANDED AT PLYMOUTH.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steam-ship *HYDASPES*, Captain E. CREWE, with Her Majesty's Mails, will be despatched from this for LONDON, *via* BOMBAY and SUEZ CANAL, on TUESDAY, the 25th October, at 4 p.m.

Cargo will be received on board until 10 a.m. on the day of sailing.

Parcels and Specie (Gold) at the Office until Noon on the day of sailing.

Tea, Silk and Valuables for Europe will be transhipped at Colombo; General Cargo for London will be conveyed *viâ* Bombay without transhipment, arriving one week later than by the ordinary direct route *viâ* Colombo.

For further Particulars regarding FREIGHT and PASSAGE, apply to the PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY'S Office, Hongkong.

The Contents and Value of Packages are required to be declared prior to shipment.

Shippers are particularly requested to note the terms and conditions of the Company's Black Bills of Lading.

Passengers desirous of insuring their baggage can do so on application at the Company's Office.

E. L. WOODIN,
Acting Superintendent.

P. & O. S. N. Co.'s Office,
Hongkong, October 13, 1887. 2001

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR
SINGAPORE, COLOMBO, ADEN,
SUEZ, PORT
SAID, BRINDISI, GENOA,
ANTWERP, BREMEN & HAMBURG,
PORTS IN THE LEVANTE, BLACK
SEA & BALTIC PORTS;
ALSO,
LONDON, NEW YORK, BOSTON,
BALTIMORE, NEW ORLEANS,
GALVESTON & SOUTH AMERICAN
PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in RUSSIA.

ON MONDAY, the 31st day of October, 1887, at 4 p.m., the Company's Steamship *SACHSEN*, Captain JAEGER, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this port as above, *calling at* GENOA.

Shipping Orders will be granted till Noon, Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 30th Instant. (Parcels are not to be sent on board; they must be left at the AGENCY'S Office). Contents and Value of Packages are required.

The Steamer has splendid Accommodation and carries a Doctor and Stewardess.

For further Particulars, apply to
MELCHERS & Co.,
Agents.

Hongkong, October 1, 1887. 1927

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship *CITY OF PEKING* will be despatched for San Francisco, via Yokohama, on TUESDAY, 1st November, at 3 p.m., taking Passengers and Freight for Japan, the United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Fares granted as follows:—

To San Francisco	$200.00
To San Francisco and return, available for 6 months ...	350.00
To Liverpool	333.00
To London	338.00

To other European points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service and the Imperial Chinese Customs, to be obtained on application.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versa*) within one year will be allowed a discount of 10 %. *This allowance does not apply to through fares from China and Japan to Europe.*

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until 5 p.m., same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Offices in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 50A, Queen's Road Central.

C. D. HARMAN,
Agent.

Hongkong, October 11, 1887. 1985

Mails.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
COLOMBO, PONDICHERRY,
MADRAS, CALCUTTA, ADEN, SUEZ,
PORT SAID,
MEDITERRANEAN AND
BLACK SEA PORTS, ALEXANDRIA,
MARSEILLES, AND PORTS
OF BRAZIL, AND LA PLATA;
ALSO
LONDON, HAVRE, BORDEAUX,
DUNKIRK AND ANTWERP.

ON TUESDAY, the 1st November, at Noon, the Company's Steamship *ANADYR*, Commandant DELACROIX, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted until Noon.

Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 31st October. (Parcels are not to be sent on board; they must be left at the Agency's Office.)

Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX,
Agent.

Hongkong, October 19, 1887. 2033

Occidental & Oriental Steam-Ship Company.

TAKING CARGO AND PASSENGERS
TO JAPAN, THE UNITED
STATES, MEXICO, CENTRAL AND
SOUTH AMERICA, AND EUROPE,
VIA
THE OVERLAND RAILWAYS,
AND
ATLANTIC & OTHER CONNECTING
STEAMERS.

THE Steamship *SAN PABLO* will be despatched for San Francisco, via Yokohama, on SATURDAY, the 12th November, at 3 p.m.

Connection being made at Yokohama, with Steamers from Shanghai and Japan ports.

All Parcel Packages should be marked to address in full; and same will be received at the Company's Office, until 5 p.m. the day previous to sailing.

First-class Fares granted as follows:—

To San Francisco ...	$200.00
To San Francisco and return, available for 6 months ...	350.00
To Liverpool	333.00
To London	338.00

To other European points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service and the Imperial Chinese Customs, to be obtained on application.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versa*) within one year will be allowed a discount of 10 %. *This allowance does not apply to through fares from China and Japan to Europe.*

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 50A, Queen's Road Central.

C. D. HARMAN,
Agent.

Hongkong, October 20, 1887. 2040

CANADIAN PACIFIC LINE.

TAKING CARGO AND PASSENGERS
TO JAPAN, CANADA, THE
UNITED STATES, AND EUROPE,
VIA
THE CANADIAN PACIFIC RAILWAY
AND OTHER CONNECTING
RAILWAY LINES & STEAMERS.

THE British Steamship *BATAVIA*, 2,553 Tons Register, PRICE, Commander, will be despatched for VANCOUVER, B.C., *viâ* KOBE and YOKOHAMA, on TUESDAY, the 15th November, at 3 p.m.

To be followed by S.S. *PARTHIA*, on the 10th December, and *ABYSSINIA*, on the 3rd January.

Connection will be made at Yokohama with Steamers from Shanghai and Japan Ports, and at Vancouver with San Francisco by the regular Steamers of the PACIFIC COAST STEAMSHIP COMPANY.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Fares granted as follows:—

To Vancouver Mex...	$160.00
To Victoria and San Francisco	175.00
To all common points in Canada and the United States	200.00
To Liverpool	300.00
To London	305.00

To other European points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese and Japanese Customs, to be obtained on application.

Consular Invoices to accompany Cargo destined to points in the United States, should be sent to the Company's Offices, addressed to Mr. D. E. BROWN, District Freight Agent, Vancouver, B.C.

Freight will be received on board until 4 p.m. on the 14th November.

All Parcels must be sent to our Office and should be marked to address in full; and the same will be received by us until 5 p.m. the day previous to sailing.

For information as to Passage or Freight, apply to

ADAMSON, BELL & Co.,
Agents.

Hongkong, October 20, 1887. 2041

Not Responsible for Debts.

Neither the Captain, the Agents, nor Owners will be Responsible for any Debt contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:—

ALLIE ROWE, Hawaiian brig, Captain J. Phillips.—Wieler & Co.

ASIA, British ship, Captain Thos. R. Anderson.—Arnhold, Karberg & Co.

CLAN MACKENZIE, British ship, Capt. G. R. Harris.—Order.

EMPREZA, British ship, Capt. Wm. A. H. Allan.—Wieler & Co.

ISAAC REED, American ship, Capt. J. D. Waldo.—Siemssen & Co.

VELOCITY, British barque, Capt. R. Martin.—Pustau & Co.

Insurances.

QUEEN FIRE INSURANCE COMPANY.

THE Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

NORTON & Co.,
Agents.

Hongkong, July 15, 1887. 1340

NORTH BRITISH & MERCANTILE INSURANCE COMPANY.

THE Undersigned, AGENTS of the above Company, are authorized to Insure against FIRE at Current Rates.

GILMAN & Co.

Hongkong, January 1, 1882. 14

THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER OF *His Majesty King George The First*, A. D. 1720.

THE Undersigned having been appointed Agents for the above Corporation are prepared to grant Insurances as follows:—

Marine Department.

Policies at current rates, payable either here, in London, or at the principal Ports of India, China and Australia.

Fire Department.

Policies issued for long or short periods at current rates.

Life Department.

Policies issued for sums not exceeding £5,000 at reduced rates.

HOLLIDAY, WISE & Co.

Hongkong, July 25, 1872. 496

Intimations.

WINTER TIME TABLE.

THE KOWLOON FERRY.

STEAM-LAUNCH
MORNING STAR

Runs DAILY as a FERRY BOAT between Peddar's Wharf and Tsim-Tsa-Tsui at the following hours:—This Time Table will take effect from the 17TH OCTOBER, 1887.

WEEK DAYS.		SUNDAYS.	
Leaves K'loon.	*Leaves H.K.*	*Leaves K'loon.*	*Leaves H.K.*
6.00 A.M.	7.00 A.M.	6.00 A.M.	7.00 A.M.
8.00 ,,	8.30 ,,	7.30 ,,	8.00 ,,
8.50 ,,	9.00 ,,	9.00 ,,	10.15 ,,
9.40 ,,	10.15* ,,	10.30 ,,	10.45 ,,
10.30* ,,	12.30 P.M.	11.00 ,,	NOON.
12.45 P.M.	1.00 ,,	12.30 P.M.	1.00 P.M.
1.30 ,,	2.00 ,,	1.30 ,,	2.00 ,,
2.20 ,,	3.00 ,,	2.30 ,,	3.00 ,,
3.30 ,,	4.00 ,,	3.30 ,,	4.00 ,,
4.15 ,,	4.30 ,,	4.15 ,,	4.30 ,,
4.50 ,,	5.10 ,,	4.50 ,,	5.10 ,,
5.25 ,,	5.40 ,,	5.25 ,,	5.40 ,,
6.00 ,,	6.15 ,,	6.00 ,,	6.15 ,,
6.30 ,,	6.45 ,,	6.30 ,,	6.45 ,,
7.00 ,,		7.00 ,,	

* There will be *no* Launch on Monday and Friday, on account of coaling.

The above Time Table will be strictly adhered to, except under unavoidable circumstances. In case of stress of weather, due notice will be given of any stoppages.

NOW ON SALE.

INDEX
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'CHINA REVIEW'
from
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2.—ARTICLES.
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PITMAN V. KESWICK
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China Mail OFFICE.

THE CHINESE MAIL.

THIS paper is now issued every day. The subscription is fixed at *Four Dollars* per annum delivered in Hongkong, or *Ten Dollars Forty Cents* including postage to Coast ports.

It is the first Chinese Newspaper ever issued under purely native direction. The chief support of the paper is of course derived from the native community, amongst whom also are to be found the guarantors and securities necessary to place it on a business and legal footing.

The projectors, basing their estimates upon the most reliable information from the various Ports in China and Japan,—from Australia, California, Singapore, Penang, Saigon, and other places frequented by the Chinese,—consider themselves justified in guaranteeing a large and ever-increasing circulation. The advantages offered to advertisers are therefore unusually great, and the foreign community generally will find it to their interest to avail themselves of them.

The field open to a paper of this description—conducted by native efforts, but progressive and anti-obstructive in tone—is almost limitless. It on the one hand commands Chinese belief and interest, while on the other it deserves every aid that can be given to it by foreigners. Like English journals it contains Editorials, with Local, Shipping, and Commercial News and Advertisements.

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POST OFFICE NOTICE.

Unclaimed Correspondence,

October 21, 1887.

	Lets.	Pap.		Lets.	Par.
Airth, Mr	1		Longford, J. H.	1	
Alves, H. W.	1		Morris, Jr., R.	1	
Amery, W.	1		Lowiance, M.	1	
Anson, E. H.	1		Maclean, A.	1	
Arcoon, Mrs	1		Mareeby, Jas.	1	
Bell, (late s.s. *Antonio*)	1		McMillan, H.	1	
			McIntyre, A.		1
Benary, F. H.	1		McIntyre, E.	1	
Bishop, H. S.	1		McPetrie, Capt.	1	
Blanchard, Capt.	1		Miles, Mr	1	
Bowler, T. I.		3	Nghan Choy	1	
Castro, H. de	1		Nun, H. B.	1	
Clarke, F. A.	1		Perkins, E. A.	4	
Coleridge, H.		12	Pernon, H.	1	
Comme, Mr	1		Philips, Lieut., R. E.	1 reg.	
Curzon, Hon. G. N	2	1	Pottinger, Mr	1	
Davis, J. B.	1		Ramsay, Capt. H.	1	
David, A. J.	1		Rapis, A. J.	1	
Dingwall, W. M.	1		Robinson, H. C.	1	
Dodd, C. B. N.		2	Ronies, B.	1	
Dunn, Hon. M. F.	1		Rosenfeld, W.	1	
Encarnaçao, L. D.	1 reg.		Rupé		2
Finnigan, M.	1		Rungeling, Mr	1	
Foster, C. F. C.	2	3	Salomon, H. A.	4	
Gaentz, S.	1 reg.		Scheinberg, A.	1	
Garett, M.	1		Seaton, F. P.	1	
Genzile, C.		2	Sgonro, C.	1 reg.	
Gilbons, J. A.	1		Silvo, F.	1	
Glover, E.	1		Smith, W.		2
Gootz, H.	1 reg.		St. William Engineering Co.	1	
Goodman, Dr		2			
Gracewood, Geo.	1				
Grinblatt, A.	1 reg.		Steinbring, N.	1	
Griswald, A.	1		Stewart, D.	1	
Grunseid, H.	1		Stitt, J. M.	1	
Heemskirk & Co.	1		Thebaud, E.	3	
Hendry, A.	1		Turchas, Capt. J. R.	2	
Hunt, A.		1	Veinrip, Miss A.	2	
Jackson, Capt. R.		1	Weis, S.	1	
Klopfer, E.	1 reg.		Wichmann, E.	1	
Lima, J. de C.	1		Ylegmo, P.	1	
Limbdi, T. S. of,	4				

DETAINED.

Augusto, Sigr. C., 1 letter.
Hildebrandt, G., Absandriven Street, 1 paper.
Joe, L., 1 letter.
Ross, Mrs A. D., Brockley, 1 parcel.

For Merchant Ships

	Lets.	Pap.		Lets.	Par.
Anabruck	2		Mary Cusulm	1	
Alva (yacht)	1		Mathilde	1 regd.	
Atholl, s.s.	8		Meridian	1	
Clan Grant	8	2	Midlothian	1	
Cloncurry	2		Nardoo	2	
Comete	1		Nicoya	1	
Diamond, s.s.	2		Nyl Ghan	1	
Doretta (bq.)	1		Oxford	1 reg.	
Elwell	1		Principia	1	
F. H. Drown	1		Reamsrrow	1	
Flintshire (Bq.)	1		Recorder, s.s.		1
Frank Pendleton	2		Rembrandt	1	
Fuyo	3		S. Stono	1	
Garibaldi	1		Senta	1	
General Dornvill	2		Siam	1	
George	1		Simchiug	1	
Goliah	1		Southern Chief	2	
Guy Mannering, s.s.	1		Tartar, s.s.	1	
Hecato	1		Teresa	1	
Hei Cheong	1		Umberto Arbib	1	1
Hap Mim	1		Waterloo	1	
Hotspur	1		Wave	1	
Iolanthe	4	1	Westmeath, s.s.	5	
Isanian	1		Wm. Mc. Gilveryl		2
Katakana	2		Wm. Burkitt, s.s.	2	
Lock Limke	8	2	Wondering Minstrell	1	

Books, etc. without Covers

Age.
Arbroath Guide.
Argus.
Australasian.
Catalogue General.
Centralblatt.
Ceylon Observer.
Children's Friend.
Contemporary Pulpit.
Diario Official.
El Santissimo Rozario.
Electrician.
Engineering.
Fels Meer.
Folkestone Express.
Gaceta Official.
Greloe Zinzendorf.
Hamburgische Borfen-Halle.
Il Sole.
Illustrirte Zeitung.
Journal de St. Petersburg.
L'Unita Cattolica.
Lancet.
Le Moniteur Universel.
Le Temps.
Life of Faith.
Manchester Courier.
Methodist Times.
Medical Missions.
New York Herald.
Peep of Day.
Public Opinion.
Romen Beitung.
Sample of Cloth.
Standard.
Telephonic.

Money Orders.

1.—Money Orders are issued at Hongkong and Shanghai on the following countries and places:—

Amoy.
* Azores Is.
* Belgium.
* Bermuda.
* Canada.
Canton.
* Cape Colony.
Ceylon.
† (*Constantinople*).
* Cyprus.
* Denmark.
* Egypt.
* Falkland Is.
Foochow.
* Gambia.
* Germany.
* Gibraltar.
* Gold Coast.
Hankow.
Hawaii.
Hoihow.
Hongkong.
* Holland.
* Honduras, (Br.).
* Iceland.
India.
* Italy.
Japan.
* Lagos.
* Madeira.
* Malta.
* Mauritius.
* Natal.
* Newfoundland.
New South Wales.
* New Zealand.
North Borneo.
Ningpo.
* Norway.
Port Darwin.
* Portugal.
Queensland.
* S. Helena.
* Seychelles.
Shanghai.
* Sierra Leone.
South Australia.
Straits Settlements.
Swatow.
* Sweden.
* Switzerland.
Tasmania.
United Kingdom.
* United States.
Victoria.
Western Australia.
* West Indies (British, Danish, and Dutch).

2.—Orders on the Countries marked * are forwarded *through the London Post Office*, and are paid less a small discount of about 2d. in the £1, for which the remitter should allow. All such orders must be expressed in British currency.

3.—The commission charged is as follows (according to the currency the Order is drawn in).

Up to £ 2, or $10, or R 20,......0.20 cents.
,, £ 5, or $25, or R 50,......0.40 ,,
,, £ 7, or $35, or R 70,......0.60 ,,
,, £10, or $50, or R100,......0.80 ,,
,, — — R150,... $1.00.

4.—No Order must exceed £10 or $50 (unless drawn on India, when R150 is the limit), nor will more than two such Orders be issued to the same person, in favour of the same payee, by the same mail.

5.—Money Orders on the United Kingdom for even sums not exceeding £5 are granted by means of Postal Notes, as to which see separate notice or the Hongkong Postal Guide.

6.—Sums not exceeding $50 may be remitted between the Ports of China by means of Postage Stamps, subject to a charge of one per cent. for cashing them; or Money Orders can be granted at Hongkong or Shanghai on Ports where there are Agencies of the Hongkong Post Office.

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† By means of Postal Notes.